





\$1500-

65

Purchase:  
4/1/1982

Log  
1849 A  
Argonaut  
Log 1150



Eastern view of Wallaston Islands, as seen Jan. 9th, 1850, distant 15 to 18 miles -  
much snow on them. Main land W. 30 or 40 m. covered, nearly.

New Hampshire New Hampshire



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1500  
(Partial copy of a letter sent W Whipple.)  
Ship Argonaut, South Pacific Ocean, Lat.  $37^{\circ}07' S$ , L.  $75^{\circ}31' W$   
Jan. 25th, 1850 — I believe I promised to  
write at the first port we touched, and as  
we expect to go in to Valparais in two or three  
days, I will redeem that promise in advance.  
We left Boston Oct 30th, with, (crew and all,) 246 aboard.  
We were towed down the harbor by the steamer  
"Jacob Bell", which left <sup>us</sup> in about two hours. We then  
took a fine westerly breeze and passed the last  
home land mark, (Cape Cod Highland Light,) in  
the evening. By this time the usual amount  
of sea-sickness was present, which was passed over as  
best it might be — it can be imagined better  
than described. We had a beautiful run for  
the first four days, viz: 733 miles — more than  
we have ~~had~~ <sup>run</sup> in any four successive days since.  
Nov 1st, we took the heaviest squall from the W.W.,  
that we had that side the line. Were in Lat.  
 $36^{\circ}52' N$ , Lon.  $62^{\circ}02' W$ . The ship leaked badly when  
we came out and is far from being tight now;  
though she leaks less than she did: it has afforded  
the passengers some exercise, which otherwise  
they would not have had. Nov. 20th; Lat.  $8^{\circ}04' N$ ,  
Lon.  $31^{\circ}27' W$ . Indistinctly spoke with a Baltimore  
brig, bound to Rio de Janeiro, 23 days out, and we  
thought her name was "Carolina", or something  
that sounded like it. She may have reported  
us. We have spoken with no other vessel, though  
we have seen many.

Nov. 20

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Eastern view of Wallaston Islands, as seen Jan. 9th, 1850, distant 15 to 18 miles -  
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~~to 22d,~~  
Took out the forward midship berths, of which I spoke <sup>(1)</sup>  
at home. Hammocks were substituted and the cable  
extended the whole length. Crossed the equator  
Nov. 25th, in Lat.  $31^{\circ} 56' W.$  - 26 days from Boston.  
The N.E. trades were so far E., and headed us off so much,  
that we could not run our longitude down as  
much as was desirable. We had a pretty good run  
across the <sup>line</sup> and experienced less inconvenience from  
the sun, than I expected. Nov. 28th, we made Fernando  
Noronha, (an island off the coast of Brazil, on  
which the Brazilian convicts are kept.) This was  
the first land we made and passed between it  
and the main land. The 29th, (Thanksgiving day)  
was very pleasant. We had a fine breeze from  
the E.S.E., and all our royals set. My journal  
says the evening was "very beautiful"  
Dec. 3d, caught a shark about 5 ft. long. Dec. 16th, Lat  $34^{\circ} 37'$   
S., Lon.  $40^{\circ} W.$ ,  $2\frac{1}{2}$  o'clock P.M., furled top gallant-sails.  
A squall from the S.E. struck <sup>us</sup> aback. All hands  
were called to shorten sail and the ship was  
got off before the wind without harm. This, if  
not the heaviest, was the worst squall we  
have had. The S.E. trades were so far S. that  
they headed us off, as did the N.E. trades. We were  
now some 5 or 6 hundred miles from the South  
American shore. Dec. 26th, the chief mate, Plandy,  
of Beverly, who by the way is a gentleman and  
has the esteem of all on-board, was troubled with  
one of his eyes all the voyage, and retired  
from duty.



1500  
Jan. 6th, 1850, made the south eastern extremity  
of Terra del Fuego and went through the Straits  
of Lemaire the same day. These Straits are  
15 miles wide and 9 long, formed by the main  
land and Staten Island. Jan. 7th, were under  
double reefs and sent down fore and mizzen  
royal yards. 10th, passed Cape Horn with  
a strong southeasterly wind, squalls and  
a thick atmosphere - 72 days from Boston.  
We had many rain and snow squalls in  
these regions, and saw many hills or moun-  
tains covered with snow. I have not room  
to write any particulars about them in  
in this letter, but I have made some  
observations in my journal. The ship  
was "sharp-traced" nearly all the way from  
the S.E. trades to the Cape, and in fact I might  
almost say from Boston; for we have had  
but very little free wind. At some future  
time I will give the passage from the Cape.  
The Argonaut is a good able ship and a first  
rate sailer. If we had been in one of the old  
bree ships, with the same winds, we should  
now have been the other side the Cape.  
We have all been pretty well and many of us  
are heavier than when we left. Mr. Augustus  
cannot conveniently button his overcoat,  
when he has no dress coat on. Mr. Richards  
is also more fleshy than I ever saw him.

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(2)  
I call myself in "good case", and all the Backport passengers are well. There has been very little or no sickness onboard. I shall number the letters I send you and then you <sup>will</sup> know if any are missing. I should like to have you send word to <sup>Isaac</sup> ~~Hamilton~~ that you have heard from me, as I shall not write there till I arrive at San Francisco. My next letter will embrace our passage from L. Horn, fare, mode of living &c. The letter which I sent to Mrs. Whipple, at the same time, embraced our first washing &c., and our entrance to the harbor of Valparaiso: the 1st part of it was dated at sea & the last Valparaiso, Jan. 27th, 1850.

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Description of Ship Argonaut's Berth Deck, written after leaving Valparaiso. The Argonaut is perhaps between decks 140 or 145 ft., and I should think about 28 ft. wide. There are two tier of berths, one above the other, the whole length of the ship. These berths are about 5 ft. 10 in. long and the lower ones, amidships, about 4 ft. wide - the upper ones and those fore and aft are not quite so wide. Hence the berths occupy 8 ft. of the berth deck. In the foreward part of the ship are some 30 hammocks, which during the day, are lashed up, so that they are not much in the way. The space under the lower berths is crowded with chests, trunks, boxes, bags, rum-



51500  
jugs, vessels which had preserves, boxes of tobacco  
and segars, shovels, pickaxes, crowbars, tents and  
tintpoles, boots, shoes, oil clothes, &c. &c. Some of  
those chests project a foot or more beyond the  
fronts of the berths, into the aisle or gangway.  
In the middle of the ship is a table the whole  
length, except under the hatchways, about  
4 ft. wide and 4 ft. high. To use this table as a  
place to set at for comfort or convenience to  
take food, to a person on shore, would seem  
absolutely ridiculous. Under it is stowed away  
every imaginable kind of baggage that Yankee  
ingenuity could devise taking to California, even  
to wash tubs and wheelbarrows! On either side of  
the table, a part of the way, are two rows of  
chests, parallel with it, and the side of the  
chests next the table, perhaps would average  
8 or 10 in. from it; but the space is very irregu-  
lar, some of the chests being longer than others.  
Said chests will probably average about 2 ft. <sup>wide</sup> on  
the top, many of them being tool chests; and con-  
sequently where two of them happen to be of the  
same height, there is a seat 4 ft. wide! This sounds  
extravagant for a seat; but as I have before said  
the space under the table is filled with every  
imaginable thing, so that a space for one's  
feet, to sit in the usual way at table, is hard  
to be found. I think if man had been originally  
designed to sit at a table like this, he would

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1  
have been made so as to shut his legs up like a  
jack-knife, and put them into his pocket! Even  
if there were room under the table, it would  
not suit a tea-party to clamber over a pile of chests  
4 ft. wide to get to it. I have already stated that a  
part of the way there are two rows of chests next  
the table, and I would here say that nearly all the  
way where there are not two against it, there is  
an extra row against the berths. A row of posts  
that support the upper deck pass through the  
center of the table, and about 2½ ft. above it is a  
rude trough, part of the way, in which persons  
may deposit their dishes if they wish to get  
them mixed with those of other messes or lost.  
The rest of the way there is simply a strip of board  
nailed on to the posts, which serves to hang the  
lanterns and castors on; and if any person wish-  
es to hang up a dipper or tin pot, he can; but  
when he goes to find it, it may not be there.  
The aisle or gangway between the berths and ta-  
ble, when the chests are in their best possible  
condition, is about 2½ or 3 ft. wide; but it must  
be remembered that the chests under the  
berths are stowed crosswise; that is the length  
of the chest forms a right angle with the length  
of the berth, so that to open a chest it must  
be drawn hard out against those next the  
table, which stops up the gangway entirely.  
It may easily be imagined that some of the  
chests are always out; and in addition to this



there is constantly a number of barrels of bread standing in it. There are three companion ways for passengers to descend to the berth deck, viz: one a few feet abaft the mainmast, one about half way from the mainmast to the foremast, and the other 8 or 10 ft. forward of the foremast: the last named is narrower than the other two and is particularly ~~designed~~ described on my journal, page 5th. The berth deck is mostly lighted by these companion ways - the remainder of light we receive from the cabin windows, three round ventilators on each side the ship, about 5 or 6 in. diameter, and 4 sky lights in the deck, 2 each side; one nearly abreast and the other about 8 ft. abaft the foremast: these lights are about 7 in. long and 2 in. wide. The space between decks is about 7 ft. . Now to write a description of the persons and employment between decks is a hard task, and I shall attempt to do but little at it. It can be better imagined than described. When a person first descends from the middle companion way, he is first struck with the great length of the room: he looks this way and that, and can hardly see the ends! Then he is surprised to see such a host of people, and before his eyes catch them all they are attracted by the immense quantity of baggage, which is truly astonishing! It is literally a yankee warehouse! - The gangway



in front of the berths is very uncertain; a man may go one third the way round the ship & meet with no obstruction, and he may not get 20 ft. before he will be "hard up" against a great chest standing across the way; and perhaps after he clambers over this he will not have gone 10 ft. farther before he brings up against another chest, with 4 persons on and round it, playing cards. This he gets over as best he may, and perchance before he goes 30 ft. farther some one has ~~has~~ his chest out and open repacking or overhauling his things, or to examine some of the nice fixings put up by his lady love, or it may be his eyes are fixed intently on her daguerotype; for they seem to be very much in requisition and many carry them on their persons where they can have them handy. In going the length of the ship you would see perhaps 12, 15 or it may be 20 companies playing cards - a number playing checkers, some at gammon, some shaking dice, others playing dominos, others throwing props, some telling stories, others engaged in argument, others singing songs, more or less fiddling, &c. &c. &c. You may also see the following - mending and especially pants, for the seats of those are exposed to unusual wear - darning stockings, making tents and cots or hammocks, money belts and sheath belts, emptying rum gugs or keags into



smaller vessels and mixing grog, reading, sleeping, eating, picking over raisins, mixing up "duffs", washing dishes, scraping and cleaning deck and all manner of such employment that one can devise either for amusement or to "kill time". Some seem to enjoy themselves very well and others look rather forsaken. I have told what one might see, but I shall not tell what he might hear.  
Mode of living. - We have our meals at or in the vicinity of the long table before described. By the description of that table and the chests &c. under and round it, it appears to be quite difficult to sit at table with any ease or convenience. Consequently we go up, make a dive for our share, and having secured it we seek a resting place to eat it on a chest near the berths, or perhaps set on one of the outer tier back to the table. We all have knives and forks aboard, or had when we came out, but the knives are not always and perhaps I might say, in some cases, not often used to cut meat, after one has it on his plate. The fingers seem much better adapted to man's natural wants, in our situation, for the following reasons: we have to hold our plate in our hand, when it is rough, to keep it at all. Now if one will just try the experiment to cut his

Wichman  
4/1/1912

Argonaut



meat and hold his plate in his hand at the same time, I think he will meet with some perplexity; but one may say set the plate on a chest; that you may do, but as soon as your hand leaves the plate the plate leaves the chest! Perhaps another might suggest the idea to set the plate on the knees; this is often done, but he who does it runs the risk of losing his meal; the least mishap in its management or an unexpected lurch of the ship will dash his reviving hopes worthless at his feet! Now to lose a plate of meat or pudding on shore, would not be counted much of a loss; but here, to meet with such a misfortune, is not so trifling; particularly as regards the "duff." The meat we could replenish; but the "duff" our best luxury—would be irrecoverably lost and could not be replaced; and the one who should be so unfortunate would remain a sorry child till the next meal. This leads me to ~~state~~ that most of the messes divide their "duff" and "soft tack," (flour bread,) into equal parts and each person takes his share. As we are allowed on the above named articles this is thought to be the better way; and perhaps I might here say that we are, in one sense, allowed on every thing except ship bread and air! It is true we generally have meat enough, but not always; but when our meat



falls short now, perhaps it<sup>is</sup> the fault of the stewards, as they are allowed to take what they think each mess will eat. The first part of the voyage the meat was weighed out, but the Capt., I suppose, found that we would not eat near as much as the law allows us and thought he might save something by letting the stewards take what they liked. I believe we are allowed an every other article except ship bread and salt. So when every thing else fails we fall back on the bread.

Provisions and cooking. — Beef good; pork not very good. western and most all heads and legs; beans were good once, but are old and never cooked soft; salt fish, sweet and good but very small. — Labrador; we had only one dinner of fish from Boston to Valparaiso! we had a little dry after our cheese was gone; our cheese was first rate; rice passable; potatoes good while they lasted; flour good; Indian meal good but none of it hardly. only had it very few times; molasses passable; sugar medium; raisins good; coffee and tea inferior; pickles good — but many of them were kept till they spoilt; water good; vinegar pretty good but has vitrol in it; ham good but we have not had any but three times yet, (95th day out.) It is said there are some mackerel and dried apples on board,

Purchaser:

4/1/11

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but we have seen neither yet. Now I think the ship was pretty well provisioned, with few exceptions, viz: we should have had more Indian meal, more spices, some cranberries, some sausages, packed for the voyage and a few other such articles and we should get along very well without fresh provision such as pigs and fowl which are usually carried on a long voyage and which would have been very difficult for us to have brought: Provided, however, we could have them to eat.

Perhaps I may as well say here that when we first came out, we lived miserably; but as the Capt. was sea-sick every one made the best of it, expecting as soon as ~~the~~ he was able to be about he would put things to rights. But when he got over his sickness he seemed to think nor care ~~any~~ more about us than he would a lot of the lowest grade of Irish immigrants! Grumbling on the berth deck soon became loud and general, and in my opinion not without sufficient cause. On referring to my journal I find that on the 9th, of Nov. 1849, which was the 11th, day out, nearly or quite every mess chose a man, and these men chose two from among them to wait on him and just let him know that we would not stand our present living. We then had  $\frac{1}{2}$  lb. of flour to a man, a week; we had that doubled to 3 lbs. and we had



not  
they had any rice: we <sup>had</sup> that promised twice  
a week and some other things, so that we  
got along much better. Nov. 15th, 1849. The Capt.  
posted a notice up between decks and also in  
the cabins, threatening to put us on allowance  
of 3 qts. of water a day, if we did not use less!  
I will now copy from my journal. "Nov. 21st,  
(1849). The commissary and suit were on  
hand early to allowance each mess their  
water, viz: 3 quarts to a man, a day, including  
water for cooking. We, individually, of course  
had nothing to put it in, for I should as  
soon thought of bringing a cooking stove or  
a sheet anchor as a water barrel or gug; for  
no one dreamed of being put on an allow-  
ance of water the 23d day out! without  
having experienced any thing but a first  
rate run and plenty of water onboard.  
The Capt. said a few days out, that he had  
water enough to last 200 days, allowing a  
gallon to a man, and "that he should not  
stop into but one port, if he stoped at all".  
The commissary put some beef barrels be-  
tween decks and began to put in the wa-  
ter— enough for 4 or 5 messes into an old  
beef barrel that smelt, "not out land", but  
very highly perfumed with said beef. They  
began to put in water and the passen-  
gers began to put out some awful oaths!  
The ~~company~~ did not all look as smiling as

Purchase:

4/11/1902

Argonaut



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a May morning and the water dealers  
thought 'twas best to get the Capt. down and  
take some of the curses off of them, poor fellows.  
So the Capt. went down and he was pretty  
tart at first and talked great things. But I  
believe, however, before he went down some  
of the barrels went on to the upper deck —  
and he and the passengers had some hard  
talk. I was on deck, but I understood that  
he told them "that they should not have  
over three quarts of water a day, and the ship  
should not go in to but one port, on her  
passage, at any rate, unless they trampled  
over his dead body". One fellow stepped out,  
I believe a Vermonter, and said: "Capt. Nett,  
if any man lays his hands on you I'll  
slap his" — !. After considerable talk the  
Capt. calmed down quite mild, finding, per-  
haps, that he had a hard set of customers to  
deal with, and knowing that it was quite  
out of place to keep water in old beef barrels  
between decks. The remainder of the beef bar-  
rels soon made their exit on deck and the  
water was put into the old cask....

Now the fact is the ship's water has been  
measured at for several days and put  
into a cask on deck, and it was measured  
in this way: they filled a common water  
bucket that would hold 12 qts., full, about  
half or two thirds full and marked it



down 3 gallons, and that account was given to the captain which represented the ship as using all of one third more water than she actually was. This wonderful "mistake" if such it were? was not discovered till the water was measured in a gallon measure, which process gives us more water than we shall probably want. The Capt. visited the berth deck again after the discovery that we had not had our reported quantity, the object of which visit, I think, was an apology for the first". . . . . Capt. Watt I think has learned by this time that he is not frightened with Irish immigrants. I think if we had not, in effect, demanded better living, we should have been kept down to the standard that we were at the first fortnight. Our fare is now low enough and we have grumbling enough in all conscience; but it is nothing compared with the first part of the voyage. Lodge, Dove & Co. and Watt have had imprecations enough from the passengers to sink a navy! but I will leave the former for the present and confine myself to Watt. As I have already said the ship was, with a few exceptions, pretty well provisioned, which throws the more blame on Watt; for of course it belongs to him to give those provisions to us <sup>as</sup> we needed them. This he

Purchase:  
4/11/1922

Argonaut



has not done. I think he has kept everything from<sup>us</sup> that he could, and means to through the voyage. If I can judge any thing by actions I should say that he was totally indifferent to the wants, wishes or comfort of the passengers, and his only object is to get the ship to San Francisco as cheap as possible and make all he can out of the voyage. We might have spoken with a number of ships, homeward bound, just as well as not; but he would not if he could avoid it. We only spoke with one Baltimore clipper brig, which tried all one day to get near enough - and he ~~spoke~~<sup>was</sup> afraid that some vessel might come near enough to read the ships' name, which was in gilded letters on each quarter; that he had the carpenter take off those boards that contained the name and turn them the other side out. The cabin passengers, it is said, are more dissatisfied than those between decks. I think Watt is a good, careful navigator, but in every other respect a man utterly unequalled for a commander of a passenger ship. I think the above statements are the sentiments of all the honest passengers onboard.

We have 2 cooks and 2 stoves or ranges, to cook for the whole company. The head cook's name is Wilson, the other's Thompson. Wilson cooks for the cabins and sailors and Thompson for the



passengers. I believe there are 196 passengers between decks, and one cook and one range to cook for them! Look at it! it is worthy of any one's consideration who has any regard for ~~for~~ humanity. One negro to cook for 197 men! This is abundant demonstration to the world that we do not have our food cooked as it should be. Hence we have to mix our own duff, hash, &c.. These cooks understand the catch-penny business pretty well. Our beans we always have stewed because they pretend they cannot bake them. We have scarcely had a mess of beans stewed soft enough to be fit to eat, since we have been out; but they will bake them over the next morning for a farthing, and they generally have some to sell the morning after bean day, that are baked quite eatable, for 5 or 10 cts. a plate. If we want a cake or duff baked they will do it for a farthing or any little thing that we want done we must pay for it; and in this way they have picked up a pretty good purse of money. By the time we arrive at San Francisco some passengers will probably have picked ~~up~~ 3 or 4 dollars. Thompson told me that he expected another cook was on-board till after we got out, or he would not have come. There are four stewards between decks, whose business is to wash the dishes, clean the deck, receive the provision

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from the commissary, carry it to the galley and when it is cooked carry it to the table, &c.; they pay about \$75. for their passage. (9)

Bread duff:— This is an article that we substitute for flour or soft bread: the process of making it is as follows: we have a duck bag made for the purpose, into which we put some 3 or 4 hard ~~bread~~ bread at a time, and then take a carpenter's mallet and pound it into flour. This I know is something new and odd, to make flour out of bread, and seems to be reversing the order of things; but the old adage is, "poverty is the mother of invention", and we had no other way to supply our want of flour. Having converted the bread to flour we get a little "slush" from the galley and put in with some salt, molasses, perhaps a little ginger and some raisins if we have any and mix with water. Then we pay the "Doctor" (cook) five or six cents for baking and have an extra meal! Barrels and barrels of ship bread have been pounded up in this way, and many fingers have been blistered in the operation!—

Bill of fare:— Sunday noon, for dinner, salt beef & "duff"; supper, what was left of dinner with tea. Monday—for breakfast, what was left of Sunday's supper with coffee; dinner, salt beef and rice; supper, what was left of dinner <sup>with tea</sup>. Tuesday—for breakfast, what was left



of supper with coffee; for dinner, stewed <sup>and pork</sup> beans;  
for supper, what was left of dinner with tea.

Wednesday-for breakfast, what was left of supper  
with coffee; for dinner, salt beef and duff; for  
supper, what was left of dinner with tea.

Thursday-for breakfast, what was left of supper  
with coffee; for dinner, salt beef and rice;  
for supper, what was left of dinner with

tea. Friday-for breakfast, what was left of  
~~dinner~~ of supper <sup>with coffee</sup>; for dinner, stewed beans  
and pork; for supper, what was left of

dinner with tea. Saturday-for breakfast,  
what was left of supper with coffee; for dinner  
salt beef and duff; for supper, what was left  
of dinner with tea. Sunday-for breakfast  
what was left of supper with coffee.

There seems to be a great deal of eating "what  
was left," in the above; but this is easily  
accounted for. All the cook does for us in  
the morning is to make some coffee, except  
once in a great while perhaps he may warm  
us a "sauce" and all he does at night is  
to make some tea. The above bill of fare is  
what we get from the ship; but we have  
other things which we pay extra for, such  
as baked "duff"; loth of flour and bread and  
"soft tack;" (flour bread) 3 times a week - the  
ship finds the flour but we have to pay  
extra for making and cooking - and once  
in a while a "sea pie" &c.



Perhaps some inquisitive ladies might like to know where we keep our dishes, &c? Well, I have two answers, either of which is sufficient. First, we have no dishes and second, we don't keep them anywhere; but to be more particular: one's dishes consists of one tin plate, one mug or tin pot and one knife and fork, when he can get one; and those are thrown into one common receptacle, called a "mess chest" — except some few which are kept in their owners' berths or chests. This same chest is also the receptacle of all our provision and the ship's furniture! beside. Now I must describe that; as ship's furniture is sometimes very elegant. It embraces the following articles, viz: one tin kettle, which is used for coffee and tea, to each mess, two large tin pans, one tin can for molasses and a castor (for every two messes) with two bottles for vinegar, one for pepper and one for mustard. Those bottles will hold from 3 to 4 oss. each. There is about 10 or 12 men in a mess. That is the ship's furniture between <sup>decks,</sup> unless I include the lanterns! Every thing is thrown into the mess chest and the state of this chest never ought to be described by any living mortal! — What the ship ought to have had: — Now I think the ship should have had 4 cooks and 4 ranges and 8 stewards, or rather a better arrangement



would have been, 3 cooks, 3 ranges, and 6 stewards and not over 200 passengers in all, at the outside. This arrangement, with the addition of some kinds of provision which I have before named, I think would have given general satisfaction; but with our present arrangement passengers have been much disaffected and I think they have just cause for it. — The ship Argonaut was built in Medford, is a clipper built ship, an able vessel, about 650 tons burthen, a good sailer and works well. She leaked about 10000 strokes in 24 hours when we came out, but does not leak quite so badly now.

John R. Lodge, I think owns  $\frac{3}{4}$  of her, and William Watt, the captain, the other quarter. John R. Darve & Co. were the agents. Some of the passengers say that Darve & Co. told them that the passengers between decks would fare just the same as the cabin passengers, except the room. This was false: the fare is not the same.

Again, Darve & Co. told some of the passengers, as they affirm, that the ship <sup>would</sup> carry some fowls and pigs for fresh provision: there was nothing of the kind onboard. Again, some declare they were told that the ship would not carry but 150 passengers: she has 246 (including the crew). The ship was advertised in the "Boston Daily Atlas", to be 700 tons: she is not but about 650. Wood, one of the

Purchase  
4/1/1852

Argonaut



crew, a green hand, says Dow & Co. told him the  
ship would carry 18 able bodied seamen and  
12 green hands: she has but 17 before the mast  
all told. More such stories would be superflu-  
ous



Names, Ages & Professions of Passengers in  
the after-cabin of Ship Argonaut, bound  
to San Francisco, Oct. 30th, 1849. Fare \$20.50

Names	Ages	Profession	Residence
J. G. Bradford	27	Druggist	Boston, Ms.
H. E. Dyer	26	Merchant	do. "
A. Jackman	40	Professor	Worcester Vt.
Robert Martin	29	Merchant (Irish)	
Fred. Pope	35	Teamster	Boston, Ms.
Mrs. J. Peabody	31	Merchant	do. "

Forward Cabin - Fare \$2.00

Orson Bates	42	Farmer	Webster Mass.
J. L. Bates	21	Carriage maker	do. "
James Bryant	22	Ship Carp.	Medford "
Henry Delano	29	do. do.	do. "
Rufus Gerrish	30	Tailor	Boston "
John Goffrey	26	Civil Engineer	Fall River "
Henry S. Lowe		Merchant	Boston "

Forward House \$2.00

John Otis	26	Farmer	Dublin N. H.
Chs. V. Allen	21	do.	Vienna Me.
Ernest C. Blanchard	23	Ship Carp.	Cumberland "
Levi T. Clark	23	Peddler	Mansfield Vt.
Stittman C. Dana	22	C. Engineer	Warren Mass.
Lewis Dupre	23	Carpenter	Boston Mass.
David S. Durant	27	Peddler	Galles Vt.
John S. Esties	23	Provision deal.	Boston Mass.
J. D. Knight	25	Mariner	Cumberland Me.

Purchase  
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Josiah Kimball	38	Machinist	Boston	Mass.
Benj. Trask	35	Mason	do.	do.
Hiram H. Wheeler	30	Lawyer	Norwich	Vt.
Eli G. Truitt	28	Tailor	Rockport	Mass.
Wm. Wilder	34	Carpenter	Boston	"

Steerage Passengers - Fare \$150.  
A.

Loyal Strickland	35	Carpenter	Calais	Me.
Hiram Bailey	46	Laborer	Dracont	Mass.
J. W. Badger	24	Carpenter	Lowell	"
G. H. Bird	22	do.	Dorchester	"
W. H. Briggs	21	Moulder	Andover	Me.
James H. Bennett	23	Farmer	Lexington	Mass.
H. S. Bass	23	do.	do.	do.
J. F. Baker	23	Blacksmith	Boston	"
J. D. Blodgett	24	Carpenter	Chelsea	"
J. Battles	24	do.	Dover	N. H.
<del>Martin Battles</del>	<del>20</del>	<del>Bar</del>		

Martin T. Batties	20	Brass Finisher	E. Boston	Ms.
Lewis Brown	20	Mariner	Raymond	Me.
Levell Brown	35	Carpenter	Warner	N. H.
J. L. Brown Jr.	22	Farmer	Warner	"
J. W. Butler	20	Tailor	Boston	Mass.
G. H. Buckley	22	Farmer	Swansey	N. H.
B. W. Beckley	20	Painter	Barre	Vt.
L. D. Ball	21	Clerk	Boston	Mass.
Otis P. Brown	23	Farmer	Liberty	Me.
W. E. <sup>Burt</sup> <del>Burt</del>	19	Mason	Boston	Mass.
John Burgess	21	Cabinet-Mk.	Dorchester	"
T. H. Brigham	24	Shoemaker	Natic	"



A. J. Blanchard	22	Farmer	Dane	Vt.
Geo. E. Brightman	18	Mariner	Fall River	Mass.
John H. Blairdell	30	Carpenter	Lowell	do.
C.				
N. Cushion	50	Shipcarpenter	Dunsmuir	"
N. E. Cushion	19	do.	do.	"
J. M. Carr	22	"	Bucksport	Me.
W. F. Carvley	22	Shoemaker	Stonham	Mass.
C. E. Caranel	24	Machinist	Boston	"
C. H. Carpenter	24	Mariner	Eden	Me.
A. C. Cole	24	Carpenter	Chelsea	Mass.
B. W. Clough	25	Teamster	Natic	do.
Tailor Clough	22	Shoemaker	Draught	"
Levi Crafts	30	Carpenter	Keen	NH
James Capen	24	Farmer	Gardner	Me.
B. Candere	39	Laborer	Calis	"
A. H. Colman	34	Merchant	Holliston	"

D.				
Johnathan Duntan	29	Shoemaker	Stonham	Ms.
C. E. Daymore	21	do.	Woburn	"
James Dawson	23	Engineer	Dorchester	"
H. Davidson	20	Printer	Boston	"
Alexander	21	Carpenter	Rockport	"
Geo. Foster	47	Shipmaster	do.	"
D. Fish	21	Moulder	Pembroke	NH
Moses Fulham	30	Carpenter	Summersville	Ms.
Daniel Fulham	20	do.	do.	"
H. L. Faulkner	18	Machinist	Cam. Port	"
J. H. Gray	26	Tractor	Lynn	"
Atanzo Gould	25	Shoemaker	Natic	"
C. Griggs	40	Paper-Maker	Dorchester	"

Wichita  
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## H

David Hersey	52	Buckle-Maker	Sittington Mass.	
Wm. C. Howe	23	Carpenter	Boston	do.
E. Hodgkins	27	Mariner	Rockport Mass.	
S. T. Humphrey	29	Carpenter	Boston	"
T. Hurd	37	Baker	do.	"
J. W. Hays	26	Shoemaker	Natic	"
J. Hall	27	Blacksmith	Lowell	"
James B. Hathornay	23	Carpenter	Fall River	"
Geo. Hill	24	Sup. Int. Mar. Wks.	Boston	"
H. Haynes	29	Farmer	Tedbury	"
C. C. Hastings	18	Clerk	Boston	"
G. C. Heap	21	Block-printer	Chenestock Ct.	"
J. Holden	32	Farmer	Washington St.	"
E. Hoyt	30	Cachmaker	Roxbury Mass.	"
C. L. Jenkins	29	Shoemaker	Stonham	"
Leah Jordan	17	News Boy	Boston	"
Charles Johnson	30	Ship-carpenter	Charleston	"
Richards Jacobs	23	Painter	Dorchester	"
Richard Jennis	21	Shoemaker	Natic	"
J. H. Puttridge	38	Shoemaker	Stonham	"
G. Henry	25	Painter	Boston	"
W. W. Knowlton	34	Shoemaker	Natic	"
Edward Keef	22	Machinist	Boston	"
Peter Killenstrop	45	O. Fort	Ma. Boston	"
Wm. Knight	-	Stone cutter	-	-
Wm. B. Lawrence	37	Blacksmith	Calis Me.	
Geo. L. Lovejoy	36	Carpenter	Lowell	"
H. Leiperville	54	Brassfounder	Boston	"



J. C. Little	27	Farmer	Williamstown	Vt.
Le. W. Leach	21	Carpenter	W. Bridgewater	Ms.
Chs. Libby	27	Provisions dealer	Dorchester	"
Eben Lowe	44	Shipmaster	Rockport	"
Wm. Lowder	28	Laborer	Boston	"
Thos. H. Lyon	32	Carpenter	Stonham	"
<b>M</b>				
Can. Mascie	24	Paper-maker	Wilton	"
Geo. Mushey	26	Undertaker	Boston	"
N. L. Mushey	28	do.	do.	"
G. W. More	18	Machinist	Lowell	"
J. G. Moore	20	Cab Driver	Lowell	"
Lyman Malizon	24	Shoemaker	Static	"
J. Mark	24	Machinist	Boston	"
At. J. Melvin	37	Patternmaker	Lowell	"
At. Moody	20	Shoemaker	Wilmington	N. H.
At. Mac	21	Machinist	Lowell	Mass.
B. L. Mason	22	Teamster	Hartford	Me.
Joseph Marklin	26	Boatmaker	Boston	Ms.
Fres. Mahoney	22	Machinist	Boston	"
J. Mc. Ellenby	40	Baker	Waburn	"
B. Mc. Gavenner	24	Laborer	do.	"
Am. Mc. Mannas	17	Farmer	Hanover	N. H.
John Mc. Guine	25	Machinist	Boston	Mass.
J. R. Mc. Intosh	21	Carpenter	C. Thomaston	Me.
J. H. Mc. Atland	21	Artist	Boston	Ms.
<b>N</b>				
E. Noland	21	Carpenter	Dorchester	"
W. A. Nicholas	25	Blacksmith	do.	"
John Norton	25	Shoemaker	Stonham	"
Am. Norton	22	do.	do.	"



Thos. O'Neill 25<sup>0</sup> Machinist Boston (14) Ms.  
 Rich. O'Neill 23 do. do. "  
 John Packard 20<sup>P</sup> Cabinet maker Dorchester "  
 O. R. Pratt 41 Maulder Lowell "  
 G. Phillips 28 Mason "  
 Hiram Pierce 22 Shoemaker Stoneham "  
 Geo. S. Pierce 32 Machinist Lowell "  
 H. W. Pierce 21 Carpenter Bellingham Vt.  
 W. V. Preston 25 Clerk Boston "  
 W. W. Parnell 20 Machinist do. "  
 B. B. Pease 55 Laborer Calis Vt.  
 W. W. Pike 32 Machinist Lowell Ms.  
 B. B. Parnell 32 Mariner Boston "  
 W. S. Prescott 19 Machinist Lowell "  
 C. C. Perry 23 Shoemaker Natick "  
 Wm. Philbrook 24 Mariner Liberty Vt.  
 D. Perkins 27 Steamster Boston Ms.  
 F. W. Packard 25 Shoemaker W. Bridgewater "  
 E. H. Richardson 29<sup>R</sup> Painter Manchester N.H.  
 Geo. Richardson - Machinist Rochester Vt.  
 C. Richardson 16 do. "  
 Caleb Richardson 29 Farmer Stoneham Ms.  
 Cyrus Richards 37 Millwright Lowell "  
 Leonard Richards 25 Mason do. "  
 H. V. Richards 20 Carpenter " "  
 J. Sewell Read 17 Painter Wilton "  
 L. F. Shaw 29<sup>S</sup> Carpenter Cam. Port "  
 S. Shaw 25 do. do. "  
 J. C. Shaw 22 Clerk Boston "



A. D. Shaw	21	Mason	Boston	Ms.
E. H. James	21	Clerk	Charlestown	"
Eli Stone	-	Reddler	Charlestown	"
W. S. Stone	22	Machinist	Boston	"
G. P. Shirman	24	Farmer	Fall River	"
C. H. Shirman	24	P. Fortemaker	Boston	"
Geo. H. Shirman	27		Roxbury	"
James James	-	Laborer	Dorchester	"
C. Shattuck	25	Agent	Boston	"
C. Stewart	23	Cabinetmaker	Roxbury	"
H. J. Sawyer	22	Machinist	Raymond Me.	
Charles Scribner	24	Machinist	Lowell	Ms.
B. S. Stacking	21	Farmer	Boston	"
J. S. Sullivan	21	Stone Mason	Boston	"
Robert Smith	21	Grocer	do.	"
Onas Sargent	42	Blacksmith	Warren Vt.	
A. J. Haper	22	Shoemaker	Wilmington Ms.	
W. H. Sumner	20	Carrier	Wilton Ms.	
Le. B. Thompson	27	Druggist	Boston	"
E. W. Thompson	21	Painter	do.	"
H. T. Fhistle	20	Carpenter	Lowell	"
Jerry Fay	20	Shoemaker	Stanhope	"
Mrs. Torrey	22	Stancerutter	Rockport	"
Warren Farr	21	Carpenter	do.	"
F. H. Tallman	20	do.	Boston	"
F. H. Tracy	22	Soapmaker	Dorchester	"
Battis	V			
Otis Varney	21	Shoemaker	Hampton Me.	
Augustus Woodbury	21	Shoemaker	Hamilton Ms.	
J. J. Woodbury		Weaver	Rockport	"



M. Woodard 43 Shoemaker Stoneham Ms.  
 S. E. Woodard 24 Farmer do. "  
 W. Woody 29 Lumberer Winslow Me.  
 John Wendell 29 Farmer Frammingham Ms.  
 H. Wendell 19 do. do. do.  
 G. H. Winsor 25 Machinist Duxbury "  
 W. Winsor 21 Mariner do. "  
 L. F. Wilson 21 Boatmaker Easton "  
 S. Wilson 35 Carpenter Lowell "  
 J. Wilkins 18 Mariner Beverly "  
 Evans Williams - Laborer Bedford "  
 C. V. Williams 23 Painter Easton "  
 J. F. Whitier 18 Peddler Cablot Nt.  
 A. F. Whitche 42 Carpenter Duncy Ms.  
 F. B. Whitman 22 Clerk W. Cambridge "  
 G. Wells 19 Lumberer Calis Me.  
 Daniel Wilder 24 Farmer Dorchester Ms.  
 Phos. H. Willey 19 Cabinetmaker do. "  
 V. Whicomb - Carpenter Lowell "  
 J. M. Western 27 Artist Boston "  
 S. T. Walsh 24 Piano Ft. Maker do. "  
 Frank Way 22 Peddler Charlestown.

~~J. Mergentling~~

John Warpenberg 26 Miller Dorchester Ms.

### Officers

Capt. Wm. Watt	Kindershook N. H.
1st. J. F. Randy	Beverly Mass.
2d. Hill	Lowell "
Comminary - J. Moore	Boston "
Physician do. Cushing	
Sharkey	

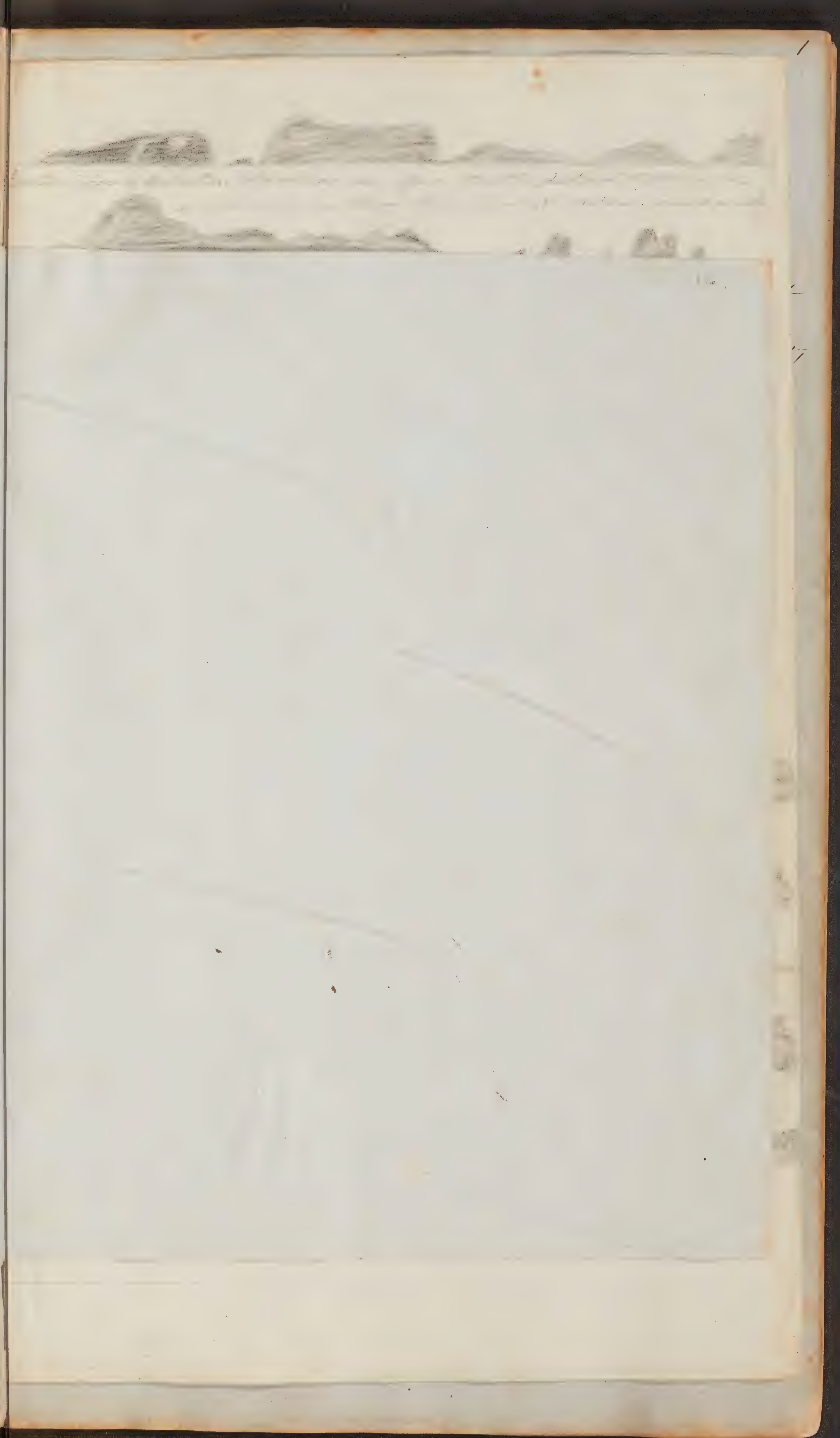


Crew

W. W. Hale	Rockport	Ms.
Nathan Morrill	Stoughton	"
Miles Blanchard	Lynn	"
Daniel Gerry	Stoughton	"
Mrs. Davis	—	Chelsea
H. Douglass	Lynn	"
James Middleton	—	—
Henry Hendleton	—	—
James James	—	—
George Valentine	Boston	"
— Sullivan	—	do.
Geo. F. Wood	—	"
Edward F. Devens	—	"
James Davie	—	"
Samuel L. Warner	—	—
Edward Davidson	—	—
John Fay	Woburn	"
Proctor P. Nichols (carpenter)	Bath	Ms.
Willson Freeman (steward)	Nantucket	Ms.
Nathan T. Tasco	( do. )	Boston
Willson	( cook. )	do.
Thompson	( do. )	"

N.B. Probably this list of passengers is very incorrect, especially as regards age and occupation







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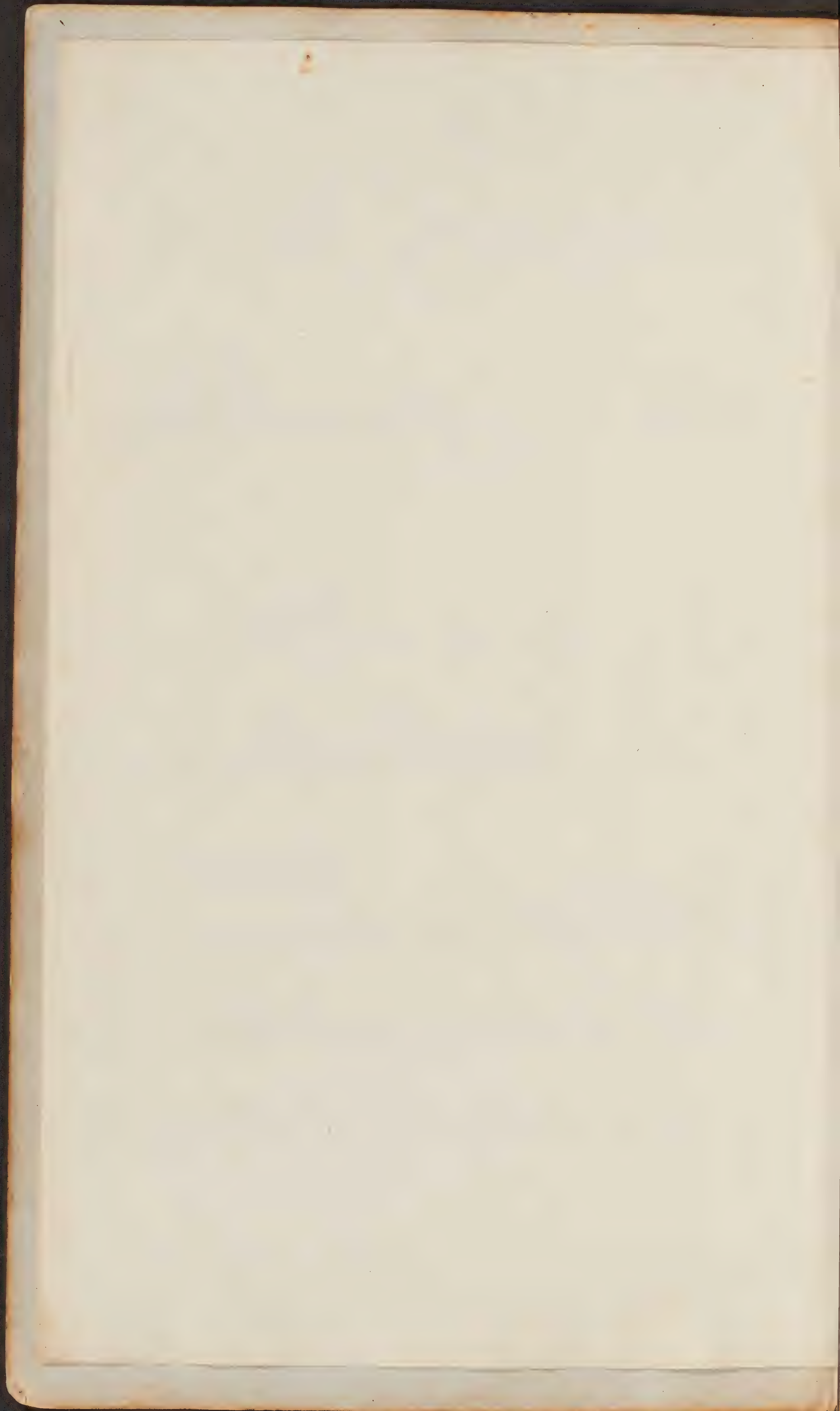
Pickings:  
4/1/1762

Argonaut











Journal, or rather Diary of a voyage  
from Boston towards San Francisco,  
in the Ship Urganut, 1846 master,  
Capt. by J. Woodbury passenger.





Boston, Oct. 30th, 1849.

Left Commercial Wharf, this day about 11 o'clock with 246 souls on board. This includes officers & sailors. Wind westerly & a fine light breeze. Were towed out by the steamer "Jacob Bell". Had a fine run down the harbor. Steamer left us about half past one P.M. Had no dinner today & 3 or 4 instead of 10 or 12 were only seen in a mess at supper. A few passengers were sea-sick during the P.M. & quite a number in the evening & night. Passed Cape Cod Highland Light in the evening. Saw many vessels during the P.M. Lights were kept burning between decks all night. Had a fine westerly breeze through the night. Ship run under easy sail & set some studding sails at night.

Oct. 31st,

A.M. Weather clear & a fair breeze. Royals were set during the night & more studding sails this morning. A large number are sea-sick & even the Capt. has very strong symptoms of said disease. Over between decks looks as though a school-ma'am had not been here for half a century - some are in their bunks, some sitting on their chests, with a bucket by their side, some are on deck leaning over the rails as though they were very sorry they have left their friends & meditate most melancholy - I think a little opiate would be no relief, else I would give them some as I have it on board. While I am now writing a fiddle, tamborine, triangle & something else are playing marches, dances & about 8 feet from my left hand & within 6 feet of my right is a man with a bucket by his side. Truly we have variety.

I have just taken a walk aft & I noticed two companies playing cards, one man reading the bible, one writing, one making a noise on an accordion, a number laid out on their chests, (not dead) 3 or 4 reading & others talking.

Perhaps a description of my position may not be uninteresting at some future time.



I am seated on one corner of a mess chest, (which also has a trunk on it,) on the larboard side of the ship opposite the forward berth but one, which by the way is mine, & 6 or 7 ft. from said berth & where the light of the forward companion way comes down upon me so that I can see to write, when there is no one in the companion way or on the stairs; when there is I stop. My desk is a trunk with a box on it. The larboard gangway leading to the forward companion way where I now sit, is 14 inches wide, by my rule; but 2 ft. onward towards the companion way there is a post that supports a beam, where it is but 16 in. so of course when a passenger passes this gangway I get up & give him the whole room. — — — — —  
 P.M. Cloudy & less wind. Quite chilly. At night rainy. Took in studding sails; wind hauled N.E. & freshened. Ship's course is S.E. or S.E. by S. Here in the edge of the gulph stream at 4 o'clock.

Nov 1st. Had a good breeze through the night with rain. Ship run about 10 knots; leaks considerable pumps were going most of the night. Cleared off about 9 o'clock. Saw a rainbow. Are in the gulph <sup>stream</sup> where the water is warmer. Capt. remains sea-sick & many of the passengers. Royals hauled. Rather rough. Saw a ship in our starboard bow at 9 o'clock, standing northwesterly - cloudy again.

P.M. Cloudy & rainy. At 2 o'clock had a squall from the northwest. Took in sail & put her under double reefed fore, main & mizen topsails fore-sail & jib. Wind heavy. The Capt. was out of his state-room a little while during the squall. Some little birds flew on board and were caught today. Evening squally, rainy & very uncomfortable. Ship going about 12 knots. Folks between decks fiddling, dancing, talking, revelling, singing &c.

Nov 2d. Had plenty of fair wind all night. Under same sail as last night. Have passed the gulph stream but have very squally weather. Saw a rainbow this morning & another in the eve. At 10 o'clock passed a ship or brig on our larboard beam at a great distance.



P.M. At 2 o'clock, set fore & main top-gallant sails. Wind not quite so heavy & weather pleasant. During P.M. set royals & some studdensails. Weather mild. Wind northwesterly. Sea-sick folks getting rather better. Had beans for dinner, it being the first time we have had a change <sup>from salt & pork</sup> since out. Much grumbling now exists as to fare accommodations &c. Ship does not leak quite so much as she did.

Nov. 3d. Fine morning & fair wind, but a light breeze. Set more studdensails this morning. Sea smoother & sea-sick folks getting better. Folks can get about the ship with holding on.

P.M. Had "duff" for dinner for the first time & it relished first rate. The Capt. was out of his state room & between decks. Some talk took place as to "grab" &c. Saw a couple of ships ahead.

Nov. 4th; Sunday. A fine warm morning & very light breeze. The ships Co. is comparatively still & many of them are reading. I presume we have no chaplain on board but I believe we have a sea-sick doctor.

P.M. We met together between decks & chose a committee of 3 to make arrangements for future Sabbath services. A secretary was also chosen who may prepare an article for the press. It was also voted that one from each mess be selected as a general committee to confer with the special for the benefit of all. After this business was transacted we had the following service, viz: 1st, sung Old Hundred; 2d, Prayer; 3d, reading of Scripture, (20th. chapter of Exodus); 4th, reading Episcopal Prayers; 5th, reading of Scripture, (Matt. 5th. chapter, St. Luke 12th. chapter); 6th, remarks on forms of worship &c.; 7th, sung Baylyster; 8th, closed with Lord's Prayer. The desire of the meeting seemed to be to avoid all doctrinal points, & make the meetings in future of general interest. It was very well conducted.

Mr. Richards hurt his knee.

Nov. 5th. 7th day out. Pleasant weather. Wind fair. Ships' course southeast. Washing downboard. Saw some grampuses along side, but the Capt. would not let any of the passengers fire at them.



Most of the seasick passengers have got nicely.

At 11 o'clock the wind hauled N.E. & blew a fresh breeze. Took in all the stunsails & hauled all the royals. - - -

A good deal of grumbling exists on board, between decks, as to the ship's accommodations; & perhaps a word of explanation on this point may not be out of place.

When the ship was advertised in Boston to sail for San Francisco, a plan of the ship's between decks was exhibited at Dow & Co's. office, the agents of the ship, 130 State St. On this plan between decks extended from the stern post to the stern, all of which the passengers were to occupy. Berths extended the whole length on both sides & no middle berths were on said plan.

After nearly all the berths were taken up & when said berths were put up in the ship, a bulkhead was put across the fore part of the ship at the forward companionway, parting off a place for the sailors. Then a pair of stairs were put up on the larboard side of said companionway, leading to the sailors' apartment, & a partition boxing up those stairs, projecting 6 feet into the passenger's apartment, which excluded most of the light from the larboard side of the ship. Against this partition on the larboard side were 2 single berths put up, & on the other side of said partition & back of the stairs leading to the passenger's apartment, 2 double berths were put up across ships.

Then about 5 feet from the foot of the stairs towards the stern, 4 tier of double berths were put up, extending aft 3 lengths, making in midships 24 berths, & 6 by the stairs, making in all 30 berths midships, where there were none on the plan. Now it is evident that there are 30 berths more than there should be, in the same room, & over 20 ft. less table, making a very material difference in the accommodation of the passengers in every respect; principally for the want of room to stow baggage, the want of table & light.

Nov. 6th, Tuesday: 8th day out. The ship is jammed hard on the wind this morning & we have a good breeze.



P.M. Crew are tightening the shrouds &c. At night a strong breeze.

Nov. 7th. 9th day out. The wind continues & the ship runs off well. Weather fair but little cool. Saw some flying fish. It flying fish resembles a smelt.

P.M. Steady strong wind from the N.E. At night took in topgallant-sails. Flying clouds & looks rather squally. Several hats were lost overboard today. It seems as if the crew are a little seasick.

Nov. 8th. 10th day out. Strong wind & clear weather. Set main-topgallant-sail. At noon flying clouds & sprinkling rain.

P.M. More hats lost overboard. See more or less flying fish every day.

Nov. 9th. 11th day out. Had a strong wind last night & it was rather uncomfortable lying in the larboard foreit berths. A few flying clouds are seen with sprinkling rain. Wind about E.N.E. Ship heads up about E.S.E. — — — — —

Without all the messes chose a man from each to talk with the Capt. about "grub" &c. These men chosen from the several messes, chose two from ~~their~~ own number to go & wait on the Capt. I am not aware that his promises were enlarged any, except in regard to flour. We have had 14 lbs. a week; we are now promised 3 or 3 1/2 lbs. Rice we have had none yet, but had the promise of it before, & now have that promise renewed.

P.M. The Capt. was, between decks & many were talking with him; I don't know what was said; I believe, however, that something was said about landing the passengers, baggage &c. in San Francisco, which I think was quite out of place. Probably what led to this premature conversation is, the rumor on board that we have got to get on shore as best we may!...

Nov. 10th. 12th day out. Wind as yesterday, but less. Saw a ship to windward steering N.W. Set royals. Ship <sup>looks</sup> 8 or 10,000 strokes in 24 hours.

P.M. Wind hauled little farther N.W. & blew a fine breeze. In the evening took in royals; rather squally.

The committee met in the P.M. to make arrangements for having soft bread 3 times a week. We have a baker on board who is to



7  
mise the bread for the voyage for 25c a piece,  
& the cook is to have 12pc. for baking it. I believe  
we have about 196 between decks & they are all for  
soft bread but 30 odd.

Nov. 11th. 13th day out. Good weather with flying clouds.  
Saw a ship ahead of us this morning, directly on  
our course, but she kept away more or our ship  
hauled more on the wind.

At 10. Saw 2 or 3 sail at a distance. Too much wind  
for royals & flying jib. Ship probably runs 9 knots,  
close hauled on the wind. - - - - -  
Public service was held between decks at 10 1/2 o'clock,  
At. 11. Lt. J. Melvin, of Lowell, is director of our  
Public meetings. The order of exercises was as  
follows, viz: 1st prayer by professor Jackman; 2d,  
singing 700 hymn, in "Church Balmody"; tune,  
Bay Stone; 3d reading of Scripture, 20th Chp. of  
Ecclesiastes, by professor Jackman; 4th, reading of  
Episcopal morning prayers by Jackman; 5th  
singing 667 hymn; tune, Duke Street; 6th,  
reading of Scriptures; 12th Chp. 1st Mat., 17th Chp.  
Luke, by Brown; 7th, remarks by - - -; 8th, sing-  
ing 667 hymn; tune, Bay Stone; 9th, concluding  
prayer by - - -. I do not think this Sabbath  
was as well observed as last. I am sorry to  
enter on this book the lamentable fact, that  
we have a number of the most profane per-  
sons on board that it has ever fell my lot to  
be in company with; but I think an im-  
partial register, which I intend to keep,  
demands it.

Nov. 12, Monday; 14th day out. Lat.  $21^{\circ}48'N$ . Lon.  $43^{\circ}5'W$ .  
(at noon). Rather moderate; wind N.E. Royals &  
flying jib are set. There seems to be many flying  
clouds in this Lat. & it is very common to have  
a few drops, or a light sprinkling of rain from  
them. We also see many rainbows & often "heat  
lightning" in the evening. Passed a bark at  
8 o'clock standing westerly. We have spoke with  
no vessel yet & I think the Capt. does not intend  
to if he can avoid it.

Nov. 12. Saw 2 or 3 ships, 1 or 2 barks & 1 herm brig or topsail  
schooner, all standing westerly or north westerly.  
Comfortably cool. The first soft bread was had  
between decks.

Nov. 13th. 15th day out - Tuesday. Moderate & warm. Studdens  
sails set. Wind N.E. 1/2 N. Ship heads East E. at 10 o'clock.



a ship ahead of us steering Southwesterly. Capt. was between decks & examined our tickets.

Our mess had soft bread for the first time. P.M. Moderate. We settled up our company account this P.M.

Nov. 14th, Wednesday. 16th day out. Moderate; wind N.W. course S.E. Some evil disposed person cut & mutilated the after-cabin door last night.

P.M. Nearly calm. Passengers had some sport trying to catch a dolphin. The Capt. took all the powder between <sup>decks</sup> & put it below in the ship's magazine.

Nov. 15th, Thursday. 17th day out. Very moderate. Wind N.E. Course about S.S.E. Two distant vessels are in ~~in~~ sight, one from each bow.

P.M. Capt. posted a notice up between decks, threatening to put us on an allowance of 3 qts. of water per day, if the passengers do not use less. At 3 o'clock passed a ~~harm~~ brig bound towards Boston. might have spoke her with comparatively no inconvenience, but as I have before said, it is pretty well established in the minds of us all that the Capt. does not mean to speak with any vessel if he can avoid it. Bleared out between decks.

Nov. 16th, Friday. 18th day out. Fine breeze through the night. Wind E. Ship headed by E. much cooler than yesterday. Studdensails in.

P.M. Wind continues. Saw one of "Mother-Camp's chickens" at sundown.

Nov. 17th, Saturday. 19th day out. A flying fish flew on board last night. Good wind this morning. Course S.S.E. Wind E by N.

P.M. Paid in the "bread money."

Nov. 18th, Sunday. 20th day out. Fresh breeze. Course & wind as yesterday. Hot services between decks. Saw a harm brig on our starboard bow.

P.M. At night took in sails. Strong breeze. Took the first water from below today.

Nov. 19th, Monday. 21st day out. Fresh breeze.

P.M. At 2 o'clock, lashed ship & set up some back-stays. At 3 o'clock, lashed again & stood on our course. Lat. at noon,  $10^{\circ} 10'$  Lat.  $32^{\circ} 27'$ .

Nov. 20th, Tuesday. 22d day out. Morning warm & very little rain. Saw a brig a few miles to leeward. At 8 o'clock, very warm & calm. One of the passengers caught a young shark about 2 ft. long & had it cooked. 12 o'clock. Lat  $8^{\circ} 4'$  N. Lon.  $31^{\circ} 37'$  W. This is.



much the hottest day we have had.

At 10. Took the forward midship berths out between decks & put up hammocks. Considerable feeling exists as to allowing water. At dusk the brig above referred to ran up the American flag & many of the passengers on board the Strgonaut gave it three cheers, which displeased the Capt. He tried to silence them but could not till they had given three cheers. He told them it was an insult to the brig, & if they ever done so again he would bear away from the vessel; but if he should happen to be in the same position again, it would be very difficult for him to do so; for the brig was to leeward & nearly near enough to hail us, which we suppose she wanted to do, but the Strgonaut would not bear away any & now of course under these circumstances Capt. Stott could not escape by tacking ship, as she was already close hauled & had been all day. The Strgonaut showed her colors as a matter of necessity, I think, rather than choice. About 5 o'clock the brig had worked to windward so as to hail us, though very indistinctly. She was a Baltimore clipper built brig, I believe bound to Rio de Janeiro, & had been out 23 days. We think her name was the "Carolina" or some such sounding name. Capt. Stott gave him the ship's name, Lat. &c. The water cask on deck was empty in the fore part of the evening & about 10 o'clock some of the passengers were very dry & sought for water. They halloed "water" on deck, many times, & quite a number between decks also halloed. The chief mate went on deck & tried to still them; the Capt. did not show his head. They finally found some water that had been served out to the cooks for breakfast, & they drew out several buckets with a vinegar cruise so small that it would pass through the bung hole. One of the after-cabin passengers was quite thirsty & drank some rain water which he caught in the morning. I think Capt. Stott has pursued a very injudicious course ever since we have been out. The living in all parts of the ship is far from what the passengers had a right to expect. A passenger in the forward cabin the other day complained to the Capt. that their living was not good; the Capt. told him that "it was as good as the law allowed him." About two days ago the passengers in the after-cabin not feeling willing to remain in their



present "luxurious situation," found fault in hearing of the steward with their "grub". The steward reported them to the Capt. & he took them to due for it; but I believe all the passengers but one opposed him; that one said nothing. One of the passengers did the Capt. & ship outright & in such a manner that I guess he thinks by this time that every body is not afraid of him. In connection with this I would also relate another circumstance which took place in the after cabin a few days since. One of the after cabin passengers invited one of the forward cabin passengers in to see him & have a little chat. The Capt. came in & told him "he must go out". The invited guest told him that he was invited in & the gentleman who invited him told the Capt. the same; but the Capt. told him "he had no business there & he must go out"!

Nov. 21st, 23d day out. Wednesday. I had a fine bath early this morning. Weather moderate & warm. Breeze S. wind about 8. The brig that spoke us last evening is a long distance to windward.

The commissary & his suit were ordered early to allowance each mess their water, viz: 3 qts. a day to a man including water for cooking. We individually of course had nothing to put it in for I should as soon thought of bringing a cooking stove or a steel anchor as a water barrel or keg for no one dreamed of being put on an allowance of water the 23d day out without having experienced any thing but a first rate run & plenty of water on-board.

The Capt. said a few days after we were out that he had water enough to last 200 days allowing a gallon to a man & "that he should not stop into but one port, if he stopped at all."

The general impression among the passengers now is that he does not intend to stop at all at any port if can avoid it.

The commissary put some beef barrels between decks & began to put in the water—enough for 4 or 5 messes into an old beef barrel that would not "out load," but very lightly furnished with salt beef;—they began to put in water & the passengers began to put out some useful catties! the company did not all look as smiling as a May morning & the



water-dealers thought it was best to get the Capt. down & take some of the courses off of them, poor fellows! they were only discharging their duty. So the Capt. went down & he was pretty tart at first & talked great things. But I believe, however, before he went down one or more of the buff barrels went on deck - & he & the passengers had some hard talk. I was on deck but I understood that he told them "that they should not have over three qts. of water a day & the ship should not go in to but one port, on her passage, at any rate, unless they trampled over his dead body!" One fellow stepped out (I believe a "Hermionter") & said "Capt. Vatt, if any man lays his hands on you I'll slap his -".

After considerable talk the Capt. calmed down quite mild, admitting, perhaps, that <sup>he</sup> had a "hard set of customers" & knowing that it was quite out of place to keep water in old buff barrels between decks. The remainder of the barrels were made their exit & the measured water was carried to the water cask on deck.

Now the fact is the ship's water has been measured out for several days & put into a cask on deck, & it was measured in this way; they filled a common water-bucket that would hold 12 qts, full, about half or two thirds full, & marked it down three gallons; & that account was given to the Capt., which represented the ship as using all of one third more water than she ~~was~~ actually was. This wonderful "mistake", if such it were, was not discovered till the water was measured out in a gallon measure which process gives us more water than we shall probably use. The Capt. visited between decks again after the discovery that we had not had our reported quantity, the object of which visit, I think, was an apology for the first.

P.M. Put up a table between decks, where the mid ship berths came out, & I sat at table & ate supper, it being the first time that I have eaten a regular meal, at the table, since I have been on board the ship. It is much pleasanter here than it was before. Before those berths were taken out, over forty ate at one table, less than 8 ft. long! - Some grampous were alongside.



Date 1849	Wind	Dist. from in Miles	Wind Dist. in Miles	Latitude	Longitude
Oct. 30th	Westerly				
" 31"	W or W	173	173	40°, 20' N.	68°, 11' W.
Nov. 1"	N W	215	388	37, 50 "	65, 03 "
" 2"	N W	200	588	36, 52 "	62, 02 "
" 3"	N W	145	733	35, 27 "	59, 57 "
" 4"	N W - N E	44	782	35, 00 "	58, 47 "
" 5"	N W	58	840	33, 54 "	58, 30 "
" 6"	N W - N E	153	793	32, 31 "	56, 05 "
" 7"	E or E	177	1172	30, 41 "	53, 20 "
" 8"	E or E	176	1348	28, 50 "	51, 17 "
" 9"	E by N	135	1483	26, 18 "	50, 40 "
" 10"	E	146	1627	23, 26 "	49, 01 "
" 11"	N E	164	1793	22, 23 "	46, 04 "
" 12"	N E - N W, E	164	1757	21, 35 "	43, 16 "
" 13"	N W	85	2043	21, 27 "	41, 40 "
" 14"	N. W or W.	157	2200	21, 14 "	39, 03 "
" 15"	N. W - N E	60	2260	20, 31 "	38, 16 "
" 16"	E	166	2426	17, 55 "	37, 30 "
" 17"	E	204	2730	15, 16 "	35, 54 "
" 18"	E	198	2928	12, 32 "	34, 35 "
" 19"	E by N	196	3124	10, 10 "	32, 37 "
" 20"	E by N	139	3263	8, 04 "	31, 27 "
" 21"	E	65	3328	6, 59 "	31, 32 "
" 22"	E	60	3388	6, 27 "	30, 37 "
" 23"	S E	144	3532	4, 06 "	30, 05 "
" 24"	S E	130	3662	1, 58 "	30, 28 "
" 25"	S E	155	3817	0, 14 S.	32, 02 "
" 26"	S E	165	3982	2, 49 "	32, 59 "
" 27"	S E	39	4021	3, 19 "	32, 52 "
" 28"	S E	35	4056	3, 52 "	32, 58 "
" 29"	S E	161	4217	6, 25 "	33, 28 "
" 30"	E S E	172	4359	8, 48 "	34, 02 "
Dec. 1"	E by S	210	4599	12, 13 "	34, 05 "
" 2"	E	143	4752	14, 34 "	34, 14 "
" 3"	E	87	4829	15, 57 "	34, 40 "
" 4"	Round Corn.	82	4911	17, 15 "	34, 56 "
" 5"	N E to S E	109	5020	19, 04 "	35, 07 "
" 6"	E S E. E.	165	5185	21, 36 "	36, 14 "
" 7"	E or E	156	5341	23, 30 "	37, 59 "
" 8"	N W, E or S W	122	5463	25, 32 "	38, 00 "
" 9"	S W. N S W	126	5589	26, 27 "	36, 52 "
" 10"	N S W Variable	93	5682	27, 47 "	37, 22 "
" 11"	Round Corn.	57	5739	28, 38 "	36, 47 "
" 12"	N. Variable	122	5861	30, 32 "	37, 17 "
" 13"	N. Variable	135	5996	30, 00 "	37, 14 "
" 14"	N to N W	100	6096	32, 50 "	38, 39 "



Date 1849	Winds.	Dist. per log in miles	Whole Dist. in miles.	Latitude.	Longitude.
Dec.				34° 22' S.	41° 40' W.
" 15	NW	178	6274	34, 47 "	44, 00 "
" 16	NW to S	122	6396	35, 42 "	46, 01 "
" 17	S. N. NW	114	6510	36, 08 "	46, 46 "
" 18	NW. W. S. SW	119	6629	35, 48 "	48, 12 "
" 19	S. SW. W	84	6713	37, 18 "	48, 56 "
" 20	W.	80	6793	38, 12 "	51, 06 "
" 21	W. S. E. NW	120	6913	40, 12 "	51, 31 "
" 22	NW. W. NW	130	7043	41, 31 "	54, 00 "
" 23	W. NW	70	7113		
" 24	W. N. W. SW	90	7203	41, 11 "	52, 40 "
" 25	NW. S. E. S	190	7393	41, 52 "	58, 17 "
" 26	N. S. W. S. E	82	7475	43, 00 "	59, 20 "
" 27	S. E. NW. SW	102	7577	44, 25 "	60, 08 "
" 28	SW. W. SW	105	7682	46, 03 "	59, 36 "
" 29	W. S. W. SW	110	7792	47, 44 "	60, 13 "
" 30				49, 38 "	61, 28 "
" 31				49, 12 "	61, 26 "
1850. Jan. 1				49, 31 "	61, 38 "
" 2				49, 50 "	62, 44 "
" 3				50, 07 "	65, 13 "
" 4				51, 28 "	65, 52 "
" 5				52, 48 "	66, 08 "
" 6				Co. St. Diego S. 10 m.	
" 7				55°, 28 A.	65, 20 "
" 8				56, 08 "	65, 13 "
" 9				55, 38 "	66, 10 "
" 10				Passed Pt. H. N. 15 m. dist.	
" 11				56°, 17 "	71, 37 "
" 12				55, 51 "	74, 47 "
" 13				55, 19 "	79, 50 "
" 14				54, 40 "	80, 07 "
" 15				52, 34 "	80, 32 "
" 16				52, 40 "	84, 08 "
" 17				50, 55 "	80, 26 "
" 18				49, 30 "	79, 12 "
" 19				47, 37 "	78, 15 "
" 20				46, 50 "	78, 55 "
" 21				44, 36 "	78, 36 "
" 22				42, 41 "	78, 25 "
" 23				41, 33 "	76, 28 "
" 24				39, 18 "	75, 54 "
" 25				37, 07 "	75, 31 "
" 26				35, 00 "	73, 12 "
" 27				Went in to Val.	



Nov. 24th; 24th, day out. Thursday. More breeze this morning. Had plenty of water yesterday. Ship heads about S by E. - wind about E. At 10.00 20.00. showery & squally. Augustus caught a bucket of rain water & he & I went to washing: he had washed before, but I had not. We both washed in one bucket & that we borrowed. We were dressed in oil clothes & "sou'westers"; had our bucket under the lee rail against some spare spars, he sat on the spars & I on a piece of plank on deck; the pail set on the deck also. When Augustus laughed at me, (an impudent fellow) & I threatened to throw him overboard; but finally I thought I would't. We had a piece of soap (which belonged to him) & I laid it on one of the spars where it slipped off under them & washed away to the other end of the ship or somewhere else where I could not find it; then Augustus took one to chide for losing the soap. Well; I thought I didn't like washing pretty well, especially in cold water, amid rain squalls, with the ship nearly on her beam ends, & two at one small bucket; & clothes that unquestionably needed washing. I began on the wristbands of a (one white) shirt, (I suppose the ladies will know, of course whether this is the systematic point of beginning) & I soaped them & rubbed them, & rubbed them & soaped them till I was tired; & even then it did not look like one just out of the zipper drawer. The next point of attack was the neck & bosom the last of which had a monstrous great spot of ink on it. I adapted the same method with those as with the wristbands & thought the more I washed the ink the brighter it looked. After exhausting most of my patience on the parts above named, I engaged the whole body at large; here I pursued a different mode of operations. I soaped it in spots, doused it into the water & out, then gave it a tremendous jarring with my hands & repeated it till it drew as hard on my strength as the other parts on my patience.



After we were thoroughly washing (we had no "clearing rope" to do) we put our clothes in scab where they now remain.

I have seen some wash their clothes by tying a rope to them & throwing them over the ship's bows; she dashing through the water done the washing. I have seen others put their clothes into a barrel & then get in themselves & tread & stomp on them as though they would jump them down to the bottom left pit; others have regular washboards which they seem to use to good advantage; but I thought of home on washing day -

Cooking & that together, and in the future I can say Deliver me from either.

About 5 o'clock took in flying jib; about 6 o'clock hauled royals; a stiff breeze of wind & raining. Ship heads E. S. E. wind N. E. by E. Caught some water from the poop for ship's use.

Augustus & I ate the last of our apples; many of them decayed.

Nov. 23d, Friday. 25th day out. Morning some clouds with little rain. At 11. M. Pleasant with a moderate breeze from the E. Ship heads S. —

I running out the clothes that we washed yesterday & Augustus called me to an account again for not wringing the clothes dryer; but I told him that what I did not wring out would dry out & I should think anybody might know that; but however, perhaps next time I shall do better. Our clothes are now hung out with many others to dry, & our ship is lined with a great variety of colors, which I should think might look rather amusing at a little distance. A schooner is to windward which some think may be the L. B. Allen, of Manchester, but I do not think it can be she.

Mo. Lat.  $4^{\circ} 6' N$ . Lon.  $30^{\circ} 9' W$ .

P. M. Fine weather. Saw quite a flock of hawks. At 20 minutes past 6, the chief mate came to the topgallant forecastle & called the starboard watch to shoot home the main royal. They were eating their supper & had been called out once before, which vexed one of them considerably. When they were called the second time he came out in a violent rage,



smashed his plate, sheath knife & on to the deck & swore he would do no more till he had had his supper. They were called aft & the Capt. told the mate to "knock the first man down with a handspike that went forward". One of them asked the Capt. if they were not allowed time to eat supper? He told them to go forward & get their supper.

Perhaps I ought to say here that the crew have had to work very hard ever since they have been out. I shall have more to say on this subject at some future time.

Nov. 24th, Saturday. 26th day out. A gentle breeze E. by S. Ship heads S. by W. The brig is in sight that we spoke some days ago. I have rather a better place to write in than I had before the table extended the whole length, but I am under the necessity of stopping perhaps 25 <sup>times</sup> or half an hour, for the want of light; every one that goes up or down the forward companion way obstructs it.

P.M. A fine day. Lat.  $1^{\circ} 58' N.$  Ship heads S. S. W., Wind S. E. by E.

Nov. 25th, 27th day out. Sunday. Wind S. E. ship heads ~~heads~~ S. S. W. at Good breeze.

Religious services as usual. 10 o'clock, hauled royals. M. Lat.  $0^{\circ} 12' S.$  Lon.  $31^{\circ} 56' W.$  Crossed the line about 10 p.m.

P.M. A rain squall at 3 p.m. A strong breeze all day.

I will now give our present "bill of fare" commencing Sunday Nov. 18th.

For Dinner, "Salt pork" (Beef & Pork) & Hard Bread & "Duff" (Flour pudding with raisins in it). For Supper, what was left of Dinner & stuff called Tea. For Breakfast Tuesday, what was left of Supper <sup>& coffee</sup> Sunday. For Dinner Monday, Salt pork & Boiled Rice. For Supper what was left of Dinner with Tea. For Breakfast Tuesday, what was left with stuff they call "Coffee". For Dinner Stewed Beans. (We always have what was left for Supper & Breakfast & so it will be useless to name it.) Wednesday, "Salt pork" & "Duff". Thursday, "Salt pork" & Boiled Rice. Friday, Stewed



Beans. Saturday, "Salt pork & Duff." We always have plenty of Hard Bread with every meal. The foregoing is what we get from the ship; but by some work & extra expense, we get some addition; such as "Lob-house", (Glaze,) "Soft Jack", (Common Flour Bread,) &c. We have as much cheese in our mess as we want, for we eat but very little. We also have some pickles, Sugar, Molasses, Pepper & Mustard, but not enough. I shall have more to say on this subject hereafter.

Our potatoes are all gone.

Nov. 26th, Monday. 28th day out. Had a heavy breeze through the night from the S.E. Ship heads S.S.W. Cloudy & some squalls with very little rain. 11 A.M. Lat.  $2^{\circ}49'$  S. Long.  $32^{\circ}59'$  W. The brig that has been in sight of us for several days is now out of sight to windward. 1 P.M. At 5 o'clock tacked ship so<sup>as</sup> to clear Cape St. Roque. At midnight tacked again.

Nov. 27th, Tuesday. 29th day out. Morning rather cloudy. Ship heads S.W. by S., Wind S.E. by S. At 8 o'clock tacked ship & stood E. Wind S.S.E. Saw some of "Matter Garg's Chickens" at 6 o'clock. Handed flying jib. 12 o'clock night tacked ship & <sup>stood</sup> S.S.W.

Nov. 28th, Wednesday. 30th day out. Fresh breeze & fine weather. Ship heads S.W. by S. Made the island of Fernando Noronha at 8 o'clock bearing S. There are 2 islands partially connected by a reef, on which the Brazilian convicts are kept - the males on one & the females on the other. There <sup>are</sup> some very high ledges or rocks on this island, one of which, when it is first made at sea, very much resembles a church with a tower - it is 5 or 60 ft high. —

I have just had some "Mush", hasty pudding (injection,) for luncheon & I hope my friends on shore will have some puddings tomorrow, (Thanksgiving day,) that will suit as well. Mr. Torrey brought the meal & the cook made it. Mr. T. gave Augustus & I a share. I think no mortal ever attempted to write with fewer accommodations than I have. I often nearly use up my patience.



Nov. 29, Thursday. (Thanksgiving in Mass.) 31st. day out.

A fine morning & a beautiful breeze from E.S.E. Ship heads S. by W. Set all the royals. Had a fine Indian cake & some preserved currants for breakfast & they were first rate.

The ship does not give us a single <sup>thing</sup> extra for Thanksgiving! Saw some porpoise along side.

P.M. A beautiful day. We had "Salt junk" & boiled rice for dinner; we borrowed some molasses, had the cake baked by Mrs. M. H. P. & it was good. I should have mentioned that we had a bowl of excellent punch before dinner, which slipped down very easy. After dining most of us repaired to the deck & regaled ourselves with some rich Spanish cigars, which satisfied us for the time being. We all thought of home when dining.

Mess W. & C. took dinner on deck & had quite a "set-down". They had great bread, 2 or three kinds of cake, 2 or 3 sorts of preserve, 2 bottles of wine & some other "little fixings". For a table they used a platform or hatch, which lay flat on the deck & perhaps might be vice. high - they set on the same.

P.M. Ship heads S. by E., wind, E. - for tea we had "Soft Tack", preserved barberries & grape jelly; this <sup>was</sup> the best supper we could get up & we made it answer every purpose. The evening was very beautiful: the moon full, the sky clear, the wind blew a fine soft breeze & the sea smooth. Our band of music was on deck in the evening & played & sang some songs, marches, dances &c.; the ship heeled rather too much for dancing. One of the sailors was sent on to the fore yard for neglecting his duty or disobeying orders. We have quite a number <sup>of</sup> rascals on-board & I think some of them had drunk too much liquor.

Nov. 30th, 32d. day out. Friday. Fine morning & a good breeze from E.S.E. Ship heads S.

P.M. Saw some porpoise.

Dec. 1st, Saturday, 33d day out. Had a fine run last night & a good wind from the eastward. Ship heads S. Set fore & main topsail & studding sails. Lat at 46. 12° 13' S.

P.M. Breeze wind. Set fore & main topsail & studding sails. Saw a brig standing northward.

Dec. 2d, Sunday, 34th day out. (Moderate). Passed a Spanish brig standing northward: exchanged colors & some of the passengers thought she



wanted to speak us, but Capt. Watt did not hear any.

During religious service, while professor Jackman was making some remarks on the bible, a man by the name of Davidson had the audacity to ask him how he knew the bible was true or what evidence he had of it. Mr. Jackman told him he would discuss that at any suitable time. I believe this Davidson has been formerly connected with a Boston paper called the "Sunday Times". Comment is unnecessary.

P.M. Set fore steadsail.

Dec. 3d, Monday. 35th day out. A little shower of rain early in the morning. All the steadsails hoisted. 9 o'clock cloudy & very little wind & that baffling. A brig is not far from us standing for us. The tugboat has her name in gilded letters on each quarter. The Capt. had the carpenter take them both off this morning & turn them the other side out! No doubt his object in doing this, was to prevent the the brig from reading her name, should ~~should~~ she come near enough. Now it cannot be presumed that passengers can like such conduct, when probably there are not 5 in the ship who would not like to be reported, that our friends might hear from us. A ship is in sight far to windward. The brig showed her colors but she was so far off that we could not <sup>tell</sup> what they were. Capt. Watt did not show his. The wind shifted & the brig passed us at a distance. I have been washing. Augustus would not wash because he said "he did not like the looks of the weather".

P.M. Ship heads S.S.E. Cloudy & raining. 1st 7 o'clock wind hoisted E.S.E. Ship heads S. by W. It has been a disagreeable day, nearly calm, cloudy & raining; the wind has been every where or nowhere. Brought a shark 5 ft 11 in. long. Some of it was cooked & carried to the cabin; I hope it tasted better than it smelt. I forgot to mention the some of the passengers cheered the brig in the P.M. when they found we should not speak her.

Dec. 4th, Tuesday. 36th day out. Ship heads S.S.W. Wind S. by E. Saw 5 or 6 vessels in the morning; most them bore W. & E. of us. Rather moderate.

P.M. Weather cloudy & raining. Ship heads S. Wind W. We had our spices served out for the voyage.



The steward says, today; our mess of 10 men has the following, as near as we can judge, viz: 1 bottle of Underwood's ground ginger, (the bottle I think holds  $\frac{1}{2}$  lb.) Cloves, 1 lb., Cassia & Sassafras,  $\frac{1}{4}$  lb. I should think. I heard one mess enquiring what they should do with their cloves, when one fellow remarked, that "he thought they might put them all into their rotten teeth". I thought myself that he was not half as far from the mark as he might be. Mustard & pepper are not included.

Augustus & I washed a couple of sheets; washed! did I say? shocking! the word never was more abused. Our water was nearly half salt & dirty too (I don't think we dirtied it much by washing in it,) & we washed in a common pail! "O land of rest for thee I sigh"! . . . . .  
4 o'clock. saw a bark & a brig from the starboard bow; the bark was standing N. E. Lat. at N. 17° 15' S. I took a stroll between decks, this evening, to see what was going on; & as near as I could count, there were 15 packs of cards employed! I think they were all playing for amusement or to "kill time", except one company way aft; that was a large company, which, I think was playing Lien, for money.

Dec. 5th, Wednesday. 37th day out. Ship heads S. W. by S. Wind S. E. by S. Rather moderate. We <sup>had</sup> a good johnnycake for breakfast. Now land-bubbers would think <sup>this</sup> no very extra eating, but we did. True we had no butter nor sauce on it, but we had some cheese & it made us a capital meal. — Studenails in, in the morning, & set again during the 6th.

Sannie vile person cut the lashings of a hammock last night; so that it broke & let the fellow down. It was a very mean dirty business, endangering limb, at least, & if the fellow who down it gets found out he will not <sup>have</sup> the last of it while on board the ship. I forgot to mention that Scribner slipped down the fore hatch, yesterday, in consequence of its being off, & bruised his knee some.

6th. Lat 19° 4' S. Lon. 35° 7' W. Ship heads S by N. Wind, E by N. Have had a fine breeze since morning. A fellow in jumping from the top-gallant fore-castle to the gully, slipped &



wrenched his leg; it had been broken at some former time.

6 o'clock; ship heads S. S. W. Wind about N. E. beautiful breeze. The "Magellan Clouds" have been visible for some nights. They are not what I should call proper clouds, but two bright spots, apparently 6 or 8 ft. large & some 10° distant from each other, in the southwestern part of the heavens; they are stationary: I understand a black cloud is also seen with them, but I have not seen it yet. The wind is growing cooler than it has been, & the nights are more damp. The weather has been so mild that I have not worn any under shirts or drawers, since we were some degrees N. of the equator, & have had a coat on but few times.

Dec. 6th, Thursday. 38th day out. Had an admirable run last night. Studen-sails all set. A gentle gale from the N. E. Ship heads S. W. M. Lat.  $31^{\circ}36'S$ , Lon.  $36^{\circ}14'W$ .

P.M. Cloudy: at night looked like rain. Had a fine breeze all day. At 10 o'clock there was an awful lallooing, groaning & other ungentlemanly noises on deck. I know not what it was for, but I presume it was to serve the devil.

Dec. 7th, Friday. 39th day out. Pleasant & fine breeze from the N. E.; course S. W. - M. Lat.  $23^{\circ}30'S$ .

P.M. At 4 o'clock passed a ship standing northward,  $\frac{3}{4}$  of a mile distant. At night looked hazy; 6 o'clock wind shifted N. N. W. & freshened; took in fore studen-sail. At 11 o'clock the wind shifted to S. W. by S. & blew quite a squall; handed all the light sails. Some sharp lightning in the night. A lottery was gotten up & drawn this P.M., consisting of the following articles, viz: 1 gold watch, 1 accordion, 1 pistol & about \$25 in gold coin; there were 16 prizes.

Dec. 8th, Saturday. 40th day out. A heavy wind from the S. S. W. Ship heads S. S. E. All the light sails & topgallant-sails handed. A sort of dry storm. Saw a ship standing northward.

P.M. The men were seasick, it being a little rough.

Dec. 9th, Sunday. 41st day out. Pleasant & cool. Wind N. S. W. & a gentle breeze. All sail set except some studen-sails. Ship heads from S. to S. E. I put on a flannel shirt this morning. Kilgous exercises at 10 o'clock.







Another auction has held this P.M.

A coil of rigging was thrown from between the decks, on to the main deck, three times, for mischief, I suppose; & the second mate had it put back each time. When it was lifted on to the main deck there was a rowdy shout, as is the case when a person has the misfortune to get wet, or to slip down & hurt him or any mishap whatever; now I verily believe that if a person should fall from a loft & break his limbs, there is a certain class that would halloo & laugh! I have heard so much of it that thunder has a much more agreeable sound than that.

Dec. 13th Thursday. 45th day out. Morning cloudy & looks like rain. Wind W. Ship heads S.S.W. A.M. Pleasant. M. Lat. 32° 14' N. Lon. 37° 14' W.

P.M. Rather moderate: 7 o'clock wind headed us off more: tacked ship. 9 o'clock calm.

Was some sparring on the main deck after tea. - Melvin has not been on deck. -

We have had the wind heading us off for several days: we are now 6 or 700 miles from the S. American shore.

Dec. 14th Friday. 46th day out. Last night at 12 o'clock tacked ship. A fine breeze, the V.M. this morning. Ship heads W.S.W. Royals & flying jib set. M. Lat. 32° 50' N. Lon. 38° 34' W.

P.M. Pleasant. Melvin went on deck.

Dec. 15th Saturday. 47th day out. Wind N.W. a good breeze. Ship heads W.S.W. Royals braced down. M. Lat. 34° 32' N. Lon. 41° 40' W.

P.M. A rain storm. About 9 o'clock the wind shifted. Tacked ship. Less wind than in the morning. About 11 o'clock braced flying jib.

We frequently see albatross flying about us; the fulgents, or cape hens, grow whiter as we go farther south - see more or less there daily. Our mess made a stout canvas bag, about 20 in. long & 8 wide, to pound up ship bread in, for soft bread, puddings &c. We put in about three ship bread, lay the bag on deck, holding the mouth with one hand, & with a mallet in the other, we go at it with a vengeance! One of us actually blistered two fingers the first mess we pounded! However, it is better that the fingers should suffer some than to spoil the teeth forever.



Dec. 16th. Sunday. 48th day out. At 2 1/2 o'clock. Heaved top gallant sails. A squall from the S. S. E. struck us aback! All hands were called to shorten sail. When she was struck aback some water run into the cabin windows before she could be got off before the wind. The squall was heavy, but the sea smooth. A number of passengers assisted in taking in sail. One of the crew was knocked from the main top gallant rigging & caught on the spruce beam, backstay & other rigging. When the ship was off, she was put under jib, fore-topmast staysail, fore & main sail, double reefed topsails & spencers. 7 o'clock. A strong breeze from N. S. W. Ship heads N by S. At 11 o'clock set main top gallant sail. Less wind. Ship makes 8 1/2 knots per hour on the wind. Our spars are good or we might have lost some of them. Religious service at 10 o'clock.

Lat.  $34^{\circ} 37'$  S., Lon.  $44^{\circ}$  W.

P.M. Set all sail, (except stunsails & main spencer.) Wind S W by S. Ship heads N by E. Last night about 10 o'clock, when nearly all the passengers had retired, & many of them probably asleep, the rowdies began to assimilate themselves to the brute creation, by trying to imitate them in noises. If their company could be exchanged for some of the animals they tried to represent, I think it would be far more agreeable to the ship's company; for said animals would not wish to imitate those rowdies, for their own amusement; at the expense of the whole ship's company. I think New England has met with scolds in their immigration. It may be truly said of them, "They left New England for New England's good". It is not the first nor second time they have disturbed all between decks.

Dec. 17, Monday. 49th day out. At 2 o'clock, tacked ship 7 o'clock; wind at N by W. Ship heads S W. 11 o'clock; rainy & squally. Wind hauled over by N. Took in all light sail, top gallant sails & scotch, reefed main topsail & clewed up the spruce beam. P.M. Cloudy. 3 o'clock; Wind has been hauling S W by W. Ship heads S by E. (The main under fore-topmast.



staysail, foresail & three reefed topsails. 40'clk wind hauled W by S. Ship heads S by E. made more sail. 70'clk; took bonnet off of jib. 80'clk; ship put under foretopmast-staysail, foresail, & three reefed topsails. 90'clk; furled mizen topsail; during the night reefed the foresail. it heavy blow, but starlight.

Dec. 18 Tuesday. 50th day out. Last night was the roughest night we have had. All things between decks did not stay put. 80'clk; the gales continues. We are now under foretopmast-staysail, three reefed main topsail & spencer. Wind W by N. ship heads W; or perhaps I might say we are lying too. Fair weather. One of the sailors had his ankle jammed last night by a barrel of beef. Quite a number of albatross & hawks are following us. An albatross is a large bird, I should think about the size of a loon. They have very long, white wings, tipped with black or grey, white bellie & greyish back. Some of them are said to measure 10 or 12 ft. across the wings; but I have seen none of that size.

P.M. 40'clk; the wind has abated some, & we are making more sail. It is a sharp ugly sea. Begin to fall in with "Cape Pigeons". These are a speckled bird, with some white, a little smaller than our pigeons, with wings a little longer. I understand they are plenty about Cape Horn, from which, I suppose, they take their name.

Dec. 19 Wednesday. 51st day out. Tacked ship at 40'clk. The wind during the night was not very heavy. 50'clk; all hands called to reef. 100'clk; wind rises with the sun. Main topsail halyards (chain) parted reefing. Are now under foretopmast-staysail, three reef foresail, three reef fore & main topsail & spencer. Wind W by N; ship heads SSW. The wind blows hard, but the day is very pleasant, & not a cloud can be seen. Many of us have caught wet jackets from the spray that comes from some of those unkindward seas. I was wet nearly through, twice yesterday, & once today.

M. Lat.  $35^{\circ} 38' S$ , Long.  $48^{\circ} 5' W$ .

P.M. 40'clk; some clouds are now visible & less wind. All the heavy sails are set & main-topgallant-sail. Evening, sea smoother. We have some onboard who have been wishing for a blow. I believe they are pretty well satisfied now.



There was a mistake, this day noon, as to a duff, & the cook thought it was lost. So he went to the cabin, got some more flour & made another instead of it. The duff, however, was not lost & the cook sold the extra one for 40 cts.; that is, it was divided into eight parts & sold for 8 cts. apiece. This duff was about 2 in thick, 7 in. wide & 20 in. long. Our mess had some of it. I state this simply to show that we do not fare as we should. — The albatross differ very much in plumage, as does the cape hen or lagulet.

Dec. 20 Thursday. 52<sup>d</sup> day out. 70' clk. wore ship; top-gallant sails set. A moderate breeze from S W by S: ship heads west by south. 40' clk. wind hauled S W by W: ship heads about N N W. M. Lat.  $37^{\circ} 12' S$  Lon.  $48^{\circ} 56' W$ .

P.M. 10' clk. wind hauled aft. Royals set: 70' clk. set studdensails; 10 wind freshened.

We have had the wind heading us off for many days & have made but little headway.

Dec. 21 Friday. 53<sup>d</sup> day out. Had a fine breeze last night from the star-board quarter. 80' clk. wind S E, ship heads W by S. & makes about 10 knot.

P.M. Sips wind & that hauling ahead. 40' clk. wind W S W; ship heads S. 70' clk. wind freshened, took in all light sail & top-gallant sails. Wind has hauled 2 points farther ahead. Ship heads S by E. Our course would have been about S W for three weeks past, if we could have made it. 11' clk. all hands called to shorten sail. — Broke out the main hatch & took a lot of coal on deck &c. Our deck is lumbered up nearly as much as any down east coaster that ever passed Cape Elizabeth. When the hale was broken out, a lot of boxes about a foot square, containing bottled vinegar, were thrown on to the berth deck & 3 or 4 of them were stolen. Perhaps whoever took them anticipated something more palatable. Lat.  $38^{\circ} 12' S$  Lon.  $51^{\circ} 6' W$ .

Dec. 22 Saturday. 54<sup>th</sup> day out. Had a heavy breeze last <sup>night</sup> & the ship was put before it while reefing. 80' clk. reefs shaken out & top-gallant sails set. Wind N by E; ship heads S W by S. M. Lat.  $41^{\circ} 42' S$  Lon.  $51^{\circ} 31' W$ .

P.M. a strong breeze. At dark furled top-gallant sails.



I believe there were 7 boxes of vinegar or whatever it was, taken, instead of 3 or 4, as I mentioned yesterday. I understood a part of the boxes were found empty & a part of them unbroken.

Dec. 23. Sunday. 55th day out. At 2 o'clock all hands called to take in sail. 5 o'clock, were still. 7 o'clock, wind N. S. W.; ship heads N. W. 9 o'clock, ship heads N. W. by N.; a strong breeze & clear weather.  
 11th. Lat.  $41^{\circ} 11' S$ , Lon.  $52^{\circ} 40' W$ .

12th. Wind S. W.; ship heads N. E. W. At 10 o'clock, tacked ship. During religious service, in the A. M., some one on deck caught a large albatross & the hatch deck was nearly deserted. I have already mentioned that we have a number of rogues aboard, & we also have others who appear to be utterly reckless of the rules of common decency. Now if a person were very desirous to go on deck & see a bird, he might go with some degree of propriety & not rush as though the ship were in the very act of sinking! I never had stronger reasons, (I mean visible reasons,) for believing in the total depravity of man, than I have had on board this ship. — I think about half a dozen of those birds were caught today, with a hook & line: the largest measuring 10 ft. 2 in. across the wings. Two or three of the first were let go again & the others were cut & mangled worse than they would have been by the most savage Patagonians! One would pull out a quill, another cut off the head or bill, a 3d a leg, the 4th a wing, & finally they were literally cut into strings & every bone taken from them & over the wind pipe! The cook served one of them up & sold it out in small parcels at the galley: — he is an apt scholar in the change catching business. — We had a head beat sea last night & the ship plunged into it the worst kind. — I put on my thickest underclothes, for the weather is growing quite chilly. I am very much deceived in the temperature, in this latitude; I had supposed it would be warm at this season.

Dec. 24th, Monday. 56th day out. A cool disagreeable morning with little rain. Wind S. S. W. ship heads S. W. 10 o'clock, moderate, wind N. E. W. 11th. 1 o'clock; looks squally: ship put under short sail, but the wind not heavy. 6 o'clock, set jib: ship is now under jib, fore-topmast stay sail, foresail,



fore & main topsails, reefed main topsail & spencer. 7 o'clock wind hauled S S E. ship heads S W by S, & a stiff breeze

Dec. 25 Tuesday. 57th day out. Christmas. Some drunken persons were on deck last night, howling &c., to the shame of themselves & the discomfort of all on board. Ship had a fine run. 7 o'clock; wind S S W. ship heads W. Clear weather & cool. A sperm whale was seen near the ship this morning & others blowing at a distance. All sail set but studdensails. M. Lat.  $41^{\circ} 52'$  S. Lon.  $58^{\circ} 17'$  W.

P.M. Calm. 7 o'clock; Wind W N E; ship heads S S W; set some studdensails.

We had a mammoth pudding baked last night, of which we made a supper & breakfast this morning. I think it would have weighed 25 lbs! Perhaps some inquisitive spirits may wish to know of what it was made, &c. We had a little boiled rice left of dinner, & we pounded up a loaf of hard bread & mixed with it, put in some spices, molasses, shortening, (not butter,) but what is here called "slush," & it was a grand Christmas pudding; we cannot get any milk, "milk" being scarce this winter.

Dec. 26 Wednesday. 58th day out. 2 o'clock; all hands called to reef. 7 o'clock; wind S S W; ship lying too, (or might as well be,) under fore-topmast-staysail, three reefed topsails, three reefed fore-sail & spencer; heads S E. All noon tacked ship. M. Lat.  $43^{\circ}$  S., Lon.  $59^{\circ} 20'$  W.

P.M. Squally, cloudy looking weather. A moderate breeze from the S S W; ship heads S E, & under short sail. At dark the wind hauled a point or two in our favor & some reefs were shaken out.

More or rather, Capt. Roundy, (of Beverly,) the chief mate, who by the way is a gentleman & has the esteem of all on board, has been troubled with sore eyes ever since he came out.

He gives up his office tonight, for the present, & Cushman, the assistant commissary, takes his place. All hands were called aft & the Capt. told them that Cushman would take charge of the deck for the present & they must obey him.

Dec. 27 Thursday. 59th, day out. Had a fine run since 12 o'clock; 8 o'clock; all sail set & one studdensail. Wind W N E; ship heads S by W.



and is running 10 knots. 11 o'clock; wind W S W; ship heads S, or S by E.; took in studdensail.

M. Lat.  $44^{\circ} 25' S$ , Lon.  $60^{\circ} 08' W$ .

P.M. Less wind. 5 o'clock, set royals. 6 o'clock, made a schooner from the larboard bow at a great distance.

Dec. 28 Friday. 60th, day out. The schooner that we saw last night is now on our starboard quarter.

Wind S W by S.; ship heads S & by S.; a light breeze

M. Wind S W by W.; ship heads S by E. Lat.  $46^{\circ} 03' S$ , Lon.  $59^{\circ} 36' W$ .

P.M. <sup>4 o'clock</sup> Shortened sail. Ship heads S by E.; 10 o'clock, made more sail. Had a head beat sea last <sup>night</sup> & the ship plunged into it with a vengeance.

Dec. 29, Saturday. 61st, day out. Had a head beat sea last night & the ship plunged into it with a vengeance. 8 o'clock; wind ~~W~~ S W by W & a stiff breeze. Ship heads S by W. The schooner is now ahead of us. M. Lat.  $47^{\circ} 44' S$ , Lon.  $60^{\circ} 13' W$ .

P.M. Clear weather.

Dec. 30 Sunday. 62d, day out. 8 o'clock; tacked ship; wind S W; ship heads W by W & a good breeze. 9 o'clock; tacked ship again. 11 o'clock; shortened sail; wind blows heavy. 11 1/2 o'clock; wore ship; heads W; wind S S W. Religious service was held in the after part of the ship; the meeting was still & uninterrupted. Methodist hymn books were used instead of Church Psalmody, as heretofore; there being more of them on board. M. Lat.  $49^{\circ} 38' S$ , Lon.  $61^{\circ} 28' W$ .

P. M. Wind blows a gale from the W.; ship lying to under foretopmast staysail, three reefed topsails, foresail & spencer. A little of the top of a sea broke into the ship, by the main chains or rigging, & wet a number, washing, knocking or sliding a part of them against the body hatch & the others down under the lee rail. One of them that went to the lee rail struck his back against some spare spars & hurt him some. A heavy sea struck the weather bow about 6 o'clock, & a part of it came on deck: the cook had part of it in his galley & a number of the passengers caught wet jackets.

Dec. 31 Monday. 63 day out. 12 o'clock; tacked on more ship. 8 o'clock; squally; gale continues; wind S W; ship lying to. M. Lat.  $49^{\circ} 12' S$ , Lon.  $61^{\circ} 26' W$ .

P.M. 4 1/2 o'clock; wore ship. 6 o'clock wore ship again; set jib, main sail & sparker; wind abated some. 9 o'clock; wore ship; heads S; wind W S W.



1850. Jan 1st. Tuesday. 64th day out. A little hail early in the morning. Wind W S W.; ship heads S. 9 o'clock; wore ship; heads N W.; wind W N W. 11 o'clock. Lat.  $49^{\circ} 31' S$ , Lon.  $61^{\circ} 38' W$ .

P.M. 1 o'clock; wore ship; heads W by N; wind S W by W. 4 o'clock; tacked ship; wind W S W. ship heads S. set topgallant sails & flying jib. Have been under short sail all day, though it has been rather moderate. I wished all my friends, throughout the world, "a happy new year" before I rose.

Some passengers today were filly drunk - a fine sight!

We have had very discouraging weather for several days. The S.W. winds seem to prevail here as the S.E. do on the equator, or rather a few degrees S of it.

Jan. 2d. Wednesday. 65th day out. Rainy. All sail set & two studding sails - nearly calm but the yards are squared - a rare sight of late. Wind N E by E. ship heads S W by W. 11 o'clock; wind N. & a fine breeze. Lat.  $49^{\circ} 50'$ ; Lon.  $62^{\circ} 44' W$ . We have not made one degree of Lat. for 3 or 4 days.

P.M. 3 o'clock; Wind E.; heads W S W. Rain about over. Handed fore & main royals & flying jib. 5 o'clock set flying jib. 6 o'clock; furled main royal; ship logs 9 1/2 kts.

Jan. 3 Thursday. 66th day out. 4 o'clock; looked like a squall. Reefed & furled light sails. 5 o'clock; had no squall; shook out the reefs. 8 o'clock; moderate, wind S S W. ship heads S. E. 9 o'clock; wind hauled farther S. tacked ship; rather cloudy; heads W. topgallant sails hauled. 11 o'clock; tacked again; fresh breeze. Lat.  $50^{\circ} 07' S$ , Lon.  $65^{\circ} 13' W$ .

P.M. Wind S W by W.; ship heads S. 4 o'clock; tack again; heads N by S. Rain, fresh breezes.

Jan. 4 Friday. 67th day out. 7 o'clock; under close reefs; wind S W by W. ship heads S by E; flying clouds & a fresh breeze. Lat.  $51^{\circ} 28' S$ , Lon.  $65^{\circ} 32' W$ .

P.M. 1 o'clock shook out some reefs. 4 o'clock; set topgallant sails. - It is reported among the passengers that the ship will stop and water at Staten Island! I cannot believe that such will be the case: if it should be & we should not touch at Valparaiso, or Calao, or some other port, the passengers will be most awfully disappointed & grossly insulted.

Jan. 5 Saturday. 68th day out. Calm last night: 8 o'clock; a fine breeze from the W.; heads S W by S. goes 8 1/2 knots: 8 1/2 o'clock furled royals. Lat.  $52^{\circ} 48' S$ ; Lon.  $66^{\circ} 08' W$ .



P.M. 1 o'clock altered her course to S. 2 E. 4 o'clock; wind hauled N N W. & slackened a little. 6 o'clock; shortened sail, though only a fair breeze of wind. Last night some one slushed the front of the cabin, by the mate's window. Some think it was one of the passengers but, perhaps, more think it was the 2d mate. The first mate is in the cabin sick & the passengers frequently lean against it & make a noise; & I think whoever done it, had Mr. Roundy's comfort in view, as he is much esteemed by all.

Jan. 6 Sunday. 6th day out. Made Terra del Fuego at 1 o'clock; cloudy. Many passengers went on deck to see it. We ran along by the land in a southerly direction. 8 o'clock; cold, cloudy & rainy. Wind S. W. & a fresh breeze. Ship under short sail. At 10 o'clock. bore too off the Straits of Lemaire: wind & tide ahead. 10 1/2 o'clock; tacked ship.

No religious exercises today, the dead lights being shut. P.M. Entered the Straits with the tide & wind, but the wind soon left us to the current, which is pretty rapid. I have been informed that these Straits are 15 miles wide & 9 long; but I shall not stand responsible for what folks tell me.

Cloudy, with some drizzling rain. 6 1/2 o'clock; have tacked, wore, & been carried round by the tide several times. The tide turned against us at 5 o'clock; but we now have wind enough to stem it & make a little headway. Are now about up with the N W end of Staten Island, (laid down on the school atlas, "Staten Land") 7 1/2 o'clock; Wind N by S, a fine breeze: ship heads S by W.

The N Western part of Staten Island bears E. perhaps 10 or 15 miles distant. The South coast of Terra del Fuego, which <sup>we</sup> are now following, is perhaps 3 or 5 miles distant, though I should not judge it more than 2 at the outside, by appearance.

A white cape pigeon lit on the main topsail yard. The southeastern extremity of Terra del Fuego is a very bold, bluff place, & is rather a peculiar & interesting coast, as made from the sea. It is one continued chain of steep, rugged hills, or mountains, of all sizes and forms, some of them nearly perpendicular & terminating apparently in a cone: others are craggy & abrupt, presenting a variety not often met with in lower latitudes. They extend back as far as the eye can see, & snow is visible in many places, though it is now midsummer!



Some of them look as though they were covered with a species of moss of dark or brownish color; others have a greenish covering; some resemble barren gravel hills, & others look covered with low bushes or shrubs & some have the appearance of vast craggy ledges. The general appearance is dark; dreary & even repulsive! but still there is sufficient grandeur to claim the eye for a long time. I saw no living creature on the shore & not even a tree. (But it must be remembered, however, that we were not, perhaps, within 3 miles of the shore at any time. I describe at a distance, perhaps in more senses than one.) In fact there seems not to have been room enough for the mountains I think <sup>there</sup> might have been many more visible, if the great ones did not cover up the little ones. The highest one, <sup>in the</sup> Terra del Fuego, is 7000 ft. Some of the small mountains or hills are of so comic form, that when we were in the Straits one of them was discovered rising nearly perpendicular out of the water, & was taken to be a vessel! The mistake was not discovered for some time. About 7 o'clock, as we passed out of the Straits, a collection of clouds hung over these mountains, or rather seemed floating among them, & the tops of some were seen above the clouds, others were partly hid & some obscure:—the sun was partially out & by sending his rays among the precipices much was added to the sight. But I should think in winter, it must be as perfect dreary waste as man can conceive of;—one vast snowdrift, with furious winds & storm driving over it & the tempestuous oceans lashing it on either side! Staten Island is of the same character, the sport of the winds & the waves.

Jan. 7 Monday 7 o'clock day out. Last night all hands were called once or twice to reef 5 o'clock; ship lying too under close reefed topsails, fore topmast staysail, foresail & spinnaker. She plunged into it hard last night. 7 o'clock; set mainsail; wind S. E.; ship heads S. S. W. Lat.  $55^{\circ}28'S$ , Lon.  $15^{\circ}20'W$ . P.M. 1 o'clock; clued up the mainsail. Blowing heavy. 3 o'clock; sent down fore & mizen royal yards. 5 o'clock; wind N. S. W.; heads up S by E. Caught an albatross & Foster has the skin of one of its feet stuffed. It has been a very disagreeable day; cold, snow, hail & rain squalls, the sea rough



& some spray came over the ship. I should think fewer passengers have remained on deck than any other day since we left Boston. 6 o'clock; clear but the gale continues. 7 o'clock; reefed foresail & furled mizzen top-sail. No land in sight.

Jan. 8 Tuesday. 71st day out. The gale abated at midnight. 1 o'clock; made more sail. 7 o'clock; a good breeze from the N. S. W.; ship heads S. - under rather short sail. 11 o'clock; not much wind; heads up S. S. W. Made a sail astern. A fine clear day but rather cool.

M. Lat.  $56^{\circ}08' S$ , Lon.  $65^{\circ}13' W$ .

P. M. 1 o'clock; very moderate. Heads S. 8 o'clock; wind S. S. E.; heads W. by S.

Jan. 9th Wednesday. 72d day out. 7 o'clock; a moderate breeze from the S. S. W. heads W. 8 o'clock; a breeze. Hoisted main royal, fore & mizzen topgallant sails & flying jib. 8 o'clock; made land ahead. 9 o'clock looked squally & spit snow - wintry looking clouds all round the horizon. Tacked ship. Wind N. S. W.; heads S. 11 o'clock; clear with flying clouds. Can see several islands & hills or mountains, bearing westerly, covered with snow. Sea smooth. Not so cold as yesterday.

M. Lat.  $55^{\circ}38' S$ . Lon.  $66^{\circ}00' W$ . Current sets easterly 40 miles in 24 hours.

P. M. 2 o'clock; dived up sails for a squall - had a little hail or snow. Five of the sailors are now off duty sick; also the chief mate, who has been so for sometime. 4 o'clock; under short sail. Cloudy & squally; wind N. S. W.; heads S. by E. 4 1/2 o'clock; saw 2 vessels ahead. 5 1/2 o'clock; struck an iron into a porpoise, but it tore out, the ship being under considerable headway. 6 o'clock; another squall. The ship is now to windward, bearing down for us: she is apparently a loaded, homeward-bound whaler. 1 1/2 o'clock; Capt. Watt would not leave her, & the ship could not speak us. She has now altered her course - exchanged colors. 8 o'clock; 4 sail in sight - Augustus cut his chase. Foster disposed of his harmonica & gave me a share; they <sup>were</sup> good as when new. Daylight does not leave us entirely.

Jan. 10 Thursday. 73d day out. A good breeze from the S. E. by E.; heads S. by W. 8 o'clock; a bark & brig to leeward & a ship or bark to windward. 8 1/2 o'clock; made Cape Horn, bearing W. by N. or about 3 points on our beam. Wind S.; ship heads N. S. W. Cloudy & squally. Main topgallant sail set. 9 o'clock; a little more squall & a heavy



breze: Are carrying more sail than usual.  
 11 o'clk; put the ship under the following sail:  
 viz: jib, with bunt off, foretopmast-staysail,  
 double reefed fore & main, & single reefed mizen  
 top-sails, fore & main-mast, sprinker & sprinker-  
 (heads S.W. at 9 1/2 o'clk;) at 11 o'clk, wind S.S.E.  
 heads S.W. Thick atmosphere, & squally.

11 1/2. Cape Horn bears N. about 15 miles. The weather  
 is so thick that a good, distinct view of it cannot  
 be had.

12th, 1 o'clk; a better view is now obtained. 6 1/2 o'clk; hail  
 squall. 8 o'clk; made land about 2 points on  
 the weather-bow. This, I believe, is the most  
 southern island, or groupe, & we shall go N.  
 of it. 10 o'clk; struck out some reefs & set maintop-  
 gallant-sail. I have said the above land, now  
 in sight, is the most southern; I mean the  
 most southern near us; there <sup>are</sup> many more  
 south, at a distance; but they are quite out  
 of our track. The land called "Cape Horn" is a  
 high bluff, on the southern extremity of  
 "Hermit's Island". It may be seen at a great  
 distance in clear weather; in fact, most all  
 the land in these regions appears to be hills  
 or mountains.

Jan. 11 Friday. 74th day out. A stiff breeze through the  
 night: 7 1/2 o'clk; Wind S by E; ship heads S.W. by W.  
 A cold, cloudy morning. Reefs out & topgallant-  
 sails set. 9 o'clk; bands are loose on the fore  
 yard & sailors are fixing them. 10 o'clk; clear:  
 wind S by W.; heads W. by S. N. Lat. 56° 17' S. Lon. 71° 37' W.

12th, 11 o'clk; rather moderate: set 2 studding-sails. A ship  
 is on our weather-bow, which some think is  
 the "Magellan", of Boston, which sailed a few  
 days before the Stronach. 4 o'clk; nearly calm;  
 wind E by N. 7 o'clk; a ship ahead, one on  
 the starboard beam & one on the starboard  
 quarter.

Jan. 12 Saturday. 75th day out. A beautiful mor-  
 ning & a fair wind from the E by N. course  
 W. by N. The variation here is about two points  
 easterly. Studding-sails set. A ship is on the  
 starboard bow, not far off. Some suppose her  
 to be the "Cordoba", of Boston, that sailed about  
 30 days before us N. Lat. 55° 51' S. Lon. 74° 47' W.

12th, 6 o'clk; Wind N.E. The ship that was ahead  
 in this morning is now nearly out of sight.



astern. We have had a grand run today. Third ship made H. at whole made his appearance near the ship.

Jan. 13 Sunday. 76th day out. 4p o'clock; all hands called to reef. 7p o'clock; a regular rain storm, with a heavy breeze from the E.; heads H. Under short sail. 9 o'clock; under foretopmast-staysail, foresail, close reefed topsails, spancer & spancer. At gale. 9p o'clock; wind hauled H. at H. heads S H by S. Cleared off pleasant. 11 o'clock; wind N H. heads S H by H. Religious service. 11 o'clock; cloudy again. 11 o'clock. Lat.  $53^{\circ} 19' S$ , Lon.  $79^{\circ} 50' W$ .

11 o'clock; gale rather increases. 5 o'clock; hauled fore & mizentopsails & duced up the foresail. 6 o'clock; hauled fore & mizentopsails, close reefed maintopsail & spancer. This is the heaviest gale we have had. Many caught wet jackets from the spray.

Jan. 14 Monday. 77th day out ~~out~~. Last night the coals could not furnish but half the usual allowance of heat, it was so rough. It was an unpleasant night to sleep, or even rest. I had to try & sleep with one eye way open & the other good half way; hold one with both hands & brace with both knees & thought I was lucky not to be thrown out of my berth at that. 12p o'clock; all hands called to wear ship. Third hauled & some sail was made. 7p; wind S H, ship hauled E N H. Though, but light wind. 8 o'clock; heavy sails set & most of the reef shaken out. 11 o'clock. Lat.  $54^{\circ} 40' S$ , Lon.  $80^{\circ} 17' W$ .

11 o'clock; wind hauled H. Topgallant-sails set. 2 o'clock; rather thick & hazy. Light breeze. 4p o'clock; nearly calm. 6 o'clock; a good breeze. 8 o'clock; passed a ship near our weather beam.

Jan. 15 Tuesday. 78th day out. 7p o'clock; foggy & misty. A good breeze N by E; heads E by H. 8 o'clock; tacked ship. 9p o'clock; wind H by E; heads S H by S; little sailing. 11 o'clock. Lat.  $52^{\circ} 34' S$ , Lon.  $80^{\circ} 32' W$ .

11 o'clock; it has been a thick, drizzly, disagreeable day: head wind, deck cold, wet & dirty, & every thing about us as cheerless as the snow-covered hills of Northamptonshire in winter.

Jan. 16 Wednesday. 79th day out. A thick, rainy morning, with a strong wind from the E by H; heads H by E. 11 o'clock. Lat.  $52^{\circ} 40' S$ , Lon.  $84^{\circ} 08' W$ .

11 o'clock; wore ship. Heads E by H. 2 o'clock; wind hauled H. Heads E by E. All hands called to shorten sail. Third blow heavy with some rain. 4p o'clock; wind hauled H by E; heads E by E.



5 o'clock; clear; 11 o'clock; a squall. During this squall, which was not at all heavy, Cushion, a passenger, was frightened & called up the first mate! — We had some kine served out for the first time.

Jan. 17 Thursday. 80th day out. Last night the sea was very rough & the wind heavy. 7 o'clock; the wind from the W by N. heads N. Under short sail. Clear weather, but squally. Saw a ship standing towards Cape Horn.

11th. Lat.  $50^{\circ} 55'$  S. Lon.  $80^{\circ} 20'$  W.

12th. 4 o'clock; a squall. 7 o'clock; caught a porpoise, some 5 ft. long, I should think; also caught an albatross. Peirce slipped down the companion way & hurt his side & hand some.

Jan. 18 Friday. 81st day out. Morning rainy & not much wind; what there is is W. heads N by W. 10 o'clock; cleared off rather pleasant. Lat.  $49^{\circ} 30'$  S. Lon.  $79^{\circ} 12'$  W.

13th. 1 o'clock Wind W by N. heads N by W. 5 o'clock; Wind W by N. heads N. A fine breeze & the sea is much smoother than it has been for some days. We have had ~~had~~ a poor chance along since we doubled the Cape: head winds, squalls, rough sea, cold weather, &c. — I forgot to mention yesterday, that the Capt. gave Cushion a lecture for calling up the mate, Cushion is rather ashamed & was hardly on deck the next day.

I should have mentioned yesterday that the ship made a bump & a barrel of bread rolled down across the fore hatch, & hurt Mason's ankle. He was fortunate not to have it broken. It is quite lame today.

Jan. 19. Saturday. 82d day out. Morning little rainy. 9 o'clock; with flying clouds. Wind W by N. heads N. Topgallant-sails set. 10 o'clock; furled topgallant-sails & reefed topmasts (double reefs) 11th. Lat.  $47^{\circ} 37'$  S. Lon.  $77^{\circ} 15'$  W.

14th. 3 o'clock; shook one reef out of each topsail. some light rain squalls during the 14th. at 8 o'clock tacked or wore ship.

Some considerable excitement today, the cause of which, I think would not look well journalized.

Jan. 20. Sunday. 83d day out. 8 o'clock; little misty. 9 o'clock; clear & seems a little like spring. Wind N by E by N; heads N by W. A moderate breeze. Main royal set. Religious exercises discontinued today. 11th. Lat.  $46^{\circ} 50'$  S. Lon.  $78^{\circ} 55'$  W.



P.M. 5 o'clock; wind hauled E by S.; headsail by W. 7 o'clock; wind hauled nearly aft. Studdensails set, which is quite a treat; it being the first fair wind we have had for many days, & the first Sabbath, I think for more than a month, that we have not had a heavy blow nearly or directly a head. We have had a moderate, pleasant day. The Capt. has forbidden a cabin passenger &c.

Jan. 21. Monday. 84th day out. A fine spring-like morning. Wind S.W.; a light breeze; all sail set, except the fore & main masts, the yards of which are down: ship heads E by W. There is great washing business going on today, it being the first mild day this side the Cape; & as it is expected that we shall go into Valparaiso in a few days, many faces have been so transformed by the application of razors & even scissors, that I hardly know them! Still there are many left who have not shaved since we left Boston.

M. Lat.  $44^{\circ}36'$  S., Lon.  $78^{\circ}34'$  W.

P.M. A gentle breeze and all sail set.

Jan. 22d Tuesday. 85th day out. A beautiful morning with a light breeze N.W. by W.; heads N.E. by N.

M. Lat.  $42^{\circ}41'$  S., Lon.  $78^{\circ}25'$  W.

P.M. Fine weather. Ship well dressed out with clothes drying.

Jan. 23d. Wednesday. 86th day out. A fine morning with a good breeze, E by W.; heads E by E. Tacked twice last night. — 10 o'clock; saw a sperm whale. 11 o'clock; raining. Wind hauled W by S.; heads E by S.

M. Lat.  $41^{\circ}33'$  S. Lon.  $76^{\circ}28'$  W.

P.M. 1 o'clock; had a good view of a large sperm whale's back; but he exposed himself to exhibition but a very short time. 2 o'clock; cleared off pleasant. Augustus & several other passengers have been at work in the hold, for 2 or three days, overhauling & restoring cargo. Took out the fresh water for the ship before breakfast.

7 o'clock. Wind S by W.; set more studdensails.

The vinegar-scraper, of which I mentioned some time ago, was settled yesterday. It was, I believe, most of it wine or some other liquor. \$50 was the sum paid and about 35 persons paid it. I think all of them did not taste of it, nor were implicated any way; but helped pay the bill to clear their friends.

Last night there was much noise in the air-part of the ship, so much that I could



not sleep till after 12 o'clock. The cause, I understood to be this. The ~~preceeding~~ night a number of persons set up, perhaps, most of the night, writing letters & consequently kept the lights burning.

The <sup>some</sup> next day of the passengers informed the captain that the lights were kept burning, & last night the steward blew them out at 10 o'clock, the usual time, and no one could write, so they spent the time in card playing &c.

Jan. 24 Thursday. 87th day out. A beautiful morning wind S.W. heads (1) by W.; set studdensails; a light breeze. 11 o'clock; moderate. M. Lat.  $37^{\circ} 18' S$ , Lon.  $75^{\circ} 54' W$ .

P.M. Warm pleasant weather. ~~Studdensails in~~ Stowed away the water casks in the hold, that have been on deck all the voyage. 9 o'clock, a little more wind. Then trilled today with a weakness. Saw a distant ship from the starboard beam in the morning.

Jan. 25 Friday 88th day out. Most delightful weather and fair wind. Ship heads (1) by E. Painting the iron work of the ship &c. to go in to Valparaiso.

Notice posted up between decks relative thereto

M. Lat.  $37^{\circ} 07' S$ , Lon.  $75^{\circ} 31' W$ .

P.M. 4 o'clock saw a school of black fish

Jan. 26th Saturday. 89th day out. Morning rather foggy. At 9 o'clock bore S.S.W. heads (1) by E. Got chains on deck & bent the anchors

M. Lat.  $35^{\circ} 0' S$ , Lon.  $73^{\circ} 12' W$ .

P.M. A little hazy but a fine breeze. 11 o'clock made the land through the fog perhaps 4 or 6 points on the starboard bow & probably 5 or 10 miles distant. There is a great variety of opinion as to the distance & also the bearing of the land when it was made. Some think we made the land directly ahead & a few minutes more would have carried us ashore but I think these were a little frightened & more deceived. Some others say we were not within 15, others 30 miles of the shore I was awake at the time & heard the first cry of "land ho" but we were expecting to make it & I was not the least surprised. We had a good observation at noon & knew just where we were & I did not turn out.

Jan. 27th. Sunday. 90th day out. Morning hazy. 8 o'clock wind S.W. heads (1) by N. 9 o'clock fog sealed a little. Ship lying along by the shore. 11 o'clock a little hazy. M.



P.M. 3 o'clock passed false point with a fresh breeze breeze from the S. 3 1/2 o'clock anchored in the harbor Valparaiso. We were immediately visited by the Customhouse boat & received a yellow flag which was hoisted to the main royal mast head as a signal that no one must go on board the ship nor no one from the ship allowed to leave while that was up. The health officer was however soon on board & the flag taken down. Most of the passengers soon went ashore & some of them went to the theatre in the evening.

I was very much disappointed in the general appearance of the place as seen from the harbor. I had supposed we were going to see great cathedrals &c. — The harbor is formed on the east, south & west by the most abrupt hills & ravines I ever saw. Some of these declivities I think are 200 ft., nearly perpendicular; but perhaps most of them are from 50 to 200 ft.

This state of the earth was undoubtedly produced by volcanic eruptions, & is an insurmountable barrier to carriage roads. The north winds blow directly into the harbor & all the shipping is exposed to their fury. The harbor is large, easy of access, and the water too deep to anchor conveniently in the outer part of it. It is the principal man-of-war harbor on the South American coast & is never free from some of those vessels. The "Ohio" left a day or two before we arrived. The English (to whom this government pays tribute) keep a guard ship here all the time & the French I am informed keep a man of war on this station.

Jan. 28th Monday. 91st day out. Pleasant day wind northerly. Went on shore in the morning & spent the day in purchasing a few little articles & travelling over the place. They charged us a monstrous price for most of the articles we wanted, viz: for green tea, 9/5 the lb.; Alspice, 7/6 lb.; Cloves, \$2.50 lb.; Ginger, 75c lb.; Nutmegs, \$6 lb.; Cinnamon, \$1 lb.; Raisins 25c lb. We thought those might serve us as a very handsome introduction to California prices. We bought most of our things of an English house, where we could understand them — the Spanish we could not understand, but could trade with them after a fashion. The only words we could understand or make them, relative to price, was dollar & real (12 1/2 cents!) they would give us so much fruit, (holding it in their hands,) for one real or ask so many reals for such an article. American coin



they would not take, if they could help it. Spanish or English seemed to suit them best. The market is kept by males & females. A Spankee will see many things in Valparaiso to excite his curiosity, especially if he never traveled out of N. England before; a few of which I will mention. Most all the fair sex travel the streets without any thing on their head if the sun is very hot, they spread their parasol. A horse is harnessed into a chaise, nearly the same as in N. England, (except the long reins) & then the driver of that horse rides another horse by his side & nearly abreast. There are, however, but few carriages & those are confined to the city there being no carriage road leading out of it.

Oxen are attached to a cart by laying a very rude piece of wood across their necks, scarcely bearing any resemblance to a yoke, & this is lashed to their horns with stripes of hide, (I should think) & the centre of this piece of wood is lashed to the neck or tongue of the cart with the same material - not a particle of iron nor bows belong to it!

The water is brought into the city in the following manner: a couple of half barrels are slung, one on each side of a jackass, and then a native mounts, back of the casks, with a cudgel not inferior in size to a paddy's "shalalah", and away he steers up among the precipices, back of the city, fills his casks & returns, sometimes riding down as well up. I can hardly conceive how these little animals can carry so much: a man apparently might take one of them under each arm & carry them anywhere. All the commerce of the country is carried on on the backs of horses, mules & jackasses. Wood is tied up in bundles & slung across the saddle & brought to market, & any thing that may be wanted from the city, returned by the same conveyance.

Criminals are chained together and work repairing the streets. We traveled pretty much all over the city & some parts of it a dozen times; and a more quiet, inoffensive people, I never saw in the States. We were civil & all we met with were perfectly so, if they were natives. The most insolent persons we saw were some that belonged to the ship Argonaut! I have no doubt but that four fifths of the evils in this port, are occasioned by impudent foreigners, or intoxicated sailors!



The streets are cleanly & the people generally look tidy. We went up among the hills, back of the city a short distance, & in one of the ravines we saw a group of perhaps a dozen or 20 Spanish girls & women washing their clothes. They used water without heating, wood being scarce. Some of those Spanish girls are very pretty, well featured, black flowing hair, black keen eyes & varying in complexion from a sort of copper color ~~color~~ to a clear white.

This port is subject to the same vice that all men-of-war harbors are. The natives can buy articles probably for less than one half what they have to pay who cannot talk their language. American cents are generally worth but little in foreign ports, but we made good use of them here: yesterday Augustus bought a dime's worth of figs just as they came off of the trees he had 10. I bought two cents worth of the same man & had 5 - we paid copiers in about that ratio.

Jan. 29 Tuesday. 92d day out. A little hazy & nearly calm. Wind northwesterly. Weighed anchor early in the morning (having got our supply of water) & 4 boats tried to tow us out but the wind backed a little ahead & the boats could not hold the ship. Had to anchor again. Part of the passengers went ashore but dare not go far as the wind might change at any moment. Two passengers to return to California having left there about three months ago.

Jan. 30 Wednesday 93d day out. Weighed anchor early in the morning & 4 boats (natives) towed us out of the harbor - calm. One of the new passengers who came on board yesterday went ashore again & has not returned.

P.M. Calm. Signalled the ship Magellan of Boston going in. She left Boston 4 days before us.

Jan. 31 Thursday. 94th day out. Calm.

P.M. A very light breeze but we are not out of sight of land.

Feb. 1, 8 o'clock; nearly calm; wind E heads W.

P.M. 5 o'clock; very moderate. We are not yet out of sight of land, though we have been running directly from it ever since we left Valparaiso. Saw several whales - and caught a shark, hauled him out of water, when he broke away.

Feb. 2 Saturday. 96th day out. 8 o'clock; very moderate; wind E S E; heads W & N W.



P.M. 5 o'clock; a fine breeze S.E.

Feb. 3d, Sunday. 98th day out. Wind S.E.; heads W by N.

P.M. A fine breeze. All sail set.

Feb. 4. Monday 99th day out. A fine light breeze S. easterly.

P.M. We have had a fair wind since we left V. course N. westerly.

Feb. 5 Tuesday. 100th day out. Wind S.E. by E.; heads W.W.

P.M. Light breeze and an old swell in the sea. Fair weather.

Feb. 6. Wednesday. 101st day out. Wind S.E., course W.W.

P.M. Not a very clear day, but a fine breeze. A plenty of "Matter-Carr's" chickens round yesterday & today. Two albatross are following the ship. Yesterday, Thompson, the cook, lost his purse or rather some one stole it. It was ascertained today that Wood, <sup>one</sup> of the sailors had it and the cook recovered the money.

Some other things were lost by the passengers & some excitement was raised. The fore-castle was nearly filled with passengers & the following articles were found that belonged to them, viz: 1 pair of sp. hose 3, long fishing lines or cod lines & 2 pocket knives.

Feb. 7th. Thursday. 102nd day out. A fresh breeze S.E.

course W.W. Studensails all set - jibs & fore-topmast staysail have been hauled for some days, the wind having been directly aft. Some cloudy or hazy.

P.M. A beautiful breeze & fine run.

Feb. 8. Friday. 103rd day out. Rather hazy but a fine breeze S.E.; course W.W.

P.M. Set 2 new main royal studensails. Have had a fine run today. The lat. has been very reserve in making known the Lat. and Lon. since we left Valparaiso. A gentleman by the name of Carr, took the sun today & found us to be in  $18^{\circ} 30' S.$

Feb. 9th. Saturday. 104th day out. Fine breeze S.E.

P.M. Clear weather with some clouds. Lat.  $16^{\circ} 27' S.$

Feb. 10 Sunday. 105th day out. Cloudy & rainy. Rather a light breeze. Wind S.E.; course W.W. by W.

A kind of temperance meeting was held by one Davidson. I believe some 20 or 25 persons signed the pledge. I fear some of them signed from no good motives.

P.M. Rainy & dull.

Feb. 11, Monday. 106th day out. A fine clear morning with a light wind. Sent down fore-topmast for fising etc. - M. Lat.  $12^{\circ} 52' S.$

P.M. Light breeze

Feb. 12, Tuesday. 107th day out. Moderate breeze & warm day, course W.W. - Had quite a washing.



P.M. Rather moderate & pleasant. Lat.  $11^{\circ}12' S$ .

Feb. 13. Wednesday. 107th day out. Warm morning & clear weather. Wind light from the S.E.

P.M. Hot weather. Most all the passengers are fixing up their things for the mines, &c. Lat.  $9^{\circ}44' S$ .  
Have over-board a lot of preserved meat that was spoilt.

Feb. 14. Thursday. 108th day out. Warm and moderate.

P.M. Clear weather. Lat.  $8^{\circ}42' S$ . Some \$30 were stolen from a chest about 8 days ago, which I should have mentioned at the time. About 4 days since the one who lost <sup>it</sup> posted up a notice that the person who stole it was known, & if he returned it within 24 hours, nothing more would be done about it; otherwise he would be turned over to the authorities on our arrival at San Francisco. The notice remained up 24 hours.

Feb. 15. Friday. 109th day out. Warm pleasant weather with light winds from the S.E. course NW by W.

M. Lat.  $7^{\circ}17' S$ . We have not had the Sun. since we left V.

P.M. Had pea soup for dinner for the 2d time. The rice which belonged to us on that day was withheld — pea soup, perhaps, being too expensive to accompany rice. We have had ham twice. We have also had tongues & sounds twice, & salt fish twice since we left Valparaiso!

Feb. 16. Saturday. 110th day out. A little more wind than yesterday. — Shipman went to the Capt. last evening to obtain more flour, sugar, ham, dried apples, &c, for the messes. We may get a little more ham but the prospect for the others is poor. I said more dried apples; but in fact we have not had any yet.

P.M. Warm weather. Lat.  $5^{\circ}50' S$ .

7th Feb. Sunday. 111th day out. Little more breeze; course NW by W. — Lat.  $4^{\circ}22' S$ . ~~Temp. meeting~~  
A temperance meeting was held.

P.M. 9 1/2 or 10 o'clock. Two fellows commenced a fight by the main hatch, about sleeping on a chest; they were soon parted. Beautiful evenings. One may sit on deck, without a coat, during the evening & be comfortable — little or no dew. Many sleep on deck nights.

Feb. 18. Monday. 112th day out. Some grumbling was had as to poor rice — it shown to the Capt. &c. Pleasant.

M. Lat.  $2^{\circ}53' S$ .

Feb. 19th Tuesday. 113th day out. A fine light breeze; course NW by W.

M. Saw a large school of porpoise. Lat.  $1^{\circ}44' S$ .



Feb. 20<sup>th</sup>. Wednesday. 114<sup>th</sup> day out. Beautiful weather and a light breeze.

P.M. 7 o'clock. We are probably now about on the line & perhaps in longitude about 112° W.

Feb. 21<sup>st</sup>. Thursday. 115<sup>th</sup> day out. Light breeze

P.M. Course N.W. Lat. 0° 21' N. A meeting of the bread committee was held & a new committee chosen to serve out the flour &c.

Feb. 22<sup>d</sup>. Friday. 116<sup>th</sup> day out. Calm & cloudy. The S.E. trades seem to have left us, but we have had a beautiful passage from N. We have had a fair wind all the way, & at no time so much as to take in a royal, nor have we had a rainy day. A whale boat might have come from N. to the line.

P.M. Wind baffling all round the compass & some rain. Caught three blue sharks - the longest was 8½ ft. long. 6 o'clock; set the jibs; they have not been set before for sometime, the wind having been flat aft - it is now unsettled.

Feb. 23<sup>d</sup>. Saturday. 117<sup>th</sup> day out. A rainy morning with a light wind southerly. course N.W. 9½ o'clock; wind to S.E. & a fine breeze

P.M. Wind from S. to E. - steering N.W. by W. - Showery. Had some dried apple served for the 1<sup>st</sup> time. Have seen many flying fish, of late, some skip-jacks & albacore. - A great jack was carried on with a fellow in the forward house, as to taking oil from a sharks back bone! It would take 2 or 3 pages to describe it, & being short for room I pass it.

Feb. 24<sup>th</sup>. Sunday. 118<sup>th</sup> day out. A good southeasterly breeze, with we expect is the N.E. trades. 10 o'clock; a little squalls caught the forward starboard studdensail aback & carried away the boom. A temperance meeting.

P.M. A fresh breeze & all sail set & drawing. 8 o'clock; the best run we have had since we left N. Rather a cloudy day & fresh breeze all day.

Feb. 25<sup>th</sup>. Monday. 119<sup>th</sup> day out. Mr. Ramsey took charge of the deck again this morning & it looked good to see him out. Had 2 squalls last night, one about 10 o'clock, accompanied with heavy rain & the other about 4: shortened sail, &c. This is the first time that we have shortened sail on account of wind since we left N. 10 o'clock; cloudy & rather less wind: all sail set. P.M. Lat. 6° 54' N.

P.M. Some clouds, but a fine breeze



Feb. 26th. Tuesday. 120th day out. Moderate.

P.M. 3 o'clock; saw a waterspout about 2 points from the starboard quarter & perhaps 6 or 8 miles distant.

Feb. 27th. Wednesday. 121st day out. Very moderate.

P.M. A light breeze. 7 o'clock; calm.

Feb. 28th. A light breeze in the morning A.M. rather cloudy & wind varying a little as it has been for some days.

P.M. Some clouds but a fine breeze. We now hope we have the trades; it being rather doubted whether we have had them before. Had been served out for the 4th and last time.

March 1st. Friday. 123d day out. Had a fine run last night - run N.W. & W.; wind N. by W.

P.M. Fine breeze. Lat.  $12^{\circ}45'N$ . - Some difficulty between two passengers in the after cabin. Mr. Richardson & Mr. Briggs both slipped down the fore hatch it being left off; - fortunately they were not much hurt.

March 2d, Saturday. 124th day out. Had a strong breeze though last night, 7 o'clock; all the studding sails in, flying jib, royals & main spinnaker hauled; wind about N.; ship runs N. by W. cloudy & little rain.

No. Lat.  $14^{\circ}05'N$ . It is said we run 247 miles the last 24 h.

P.M. A heavy breeze & rather rough. 2 o'clock; altered the course to N.W. clear. A bird called a booby lit on one of the studding sail booms last night, at dark.

March 3d. Sunday. 125th day out. Morning cloudy & misty; set royals & flying jib. 8 o'clock cleared off; a fresh breeze 10 o'clock; temperature meeting. Sea not so rough as yesterday. M. Lat.  $15^{\circ}55'N$ .

P.M. 10 o'clock; hauled royals; strong breeze N. by E.; heads N.W. by W.

March 4th, Monday. 126th day out. Morning cloudy & strong wind. At 1 P.M. clear. Lat.  $18^{\circ}10'N$ .

P.M. 3 o'clock; wind hauled N. E. by N.; heads S.W. by N. A strong breeze & a great run the last 2 or 3 d.

March 5th, Tuesday. 127th day out. Cloudy & hazy.

A strong breeze. Last night the ship plunged into the sea as hard, perhaps, as any time since we left Boston - we probably run 10 knots or more all night, on the wind. heads up N.W. Lat.  $21^{\circ}N$ .

P.M. Cloudy & windy. Little rough - flying jib hauled.

March 6th, Wednesday. 128th day out. Morning hazy. A good breeze. At 1 P.M. clear.



Mo. Lat.  $24^{\circ}16'N$ .

P.M. 1 o'clock; hurry. 2 o'clock, clear but not so much wind; set royals 4 o'clock; royals all hauled, 5 o'clock; set main royal; wind unsteady. Had some No. 2 mackerel served out for the first time. We also have beef, the mackerel being extra! - A number of light squalls during the day.

March 7th, Thursday. 129th day out. Cloudy heavy weather & a light breeze from the N.E. heads N.W. by N. all sail set. 11 o'clock; passed the wreck of a small boat, probably a whale-boat.

P.M. 5 o'clock; light wind, probably the last of the trades; heads N.W. by N. We have had very little clear pleasant weather - since we took the N.E. trades. It is now rather chilly.

March 8th, Friday. 130th day out. A pretty good breeze N.E. by N. heads N.W. by N. rather cloudy.

P.M. Wind hauled N.E. by E.; heads up N. by W. 4 o'clock; made a sail on our larboard bow. Many of the passengers are fixing up their things to go ashore one of these days. A temperance debate was held between decks last evening. It was rather a noisy one.

March 9th, Saturday. 131st day out. The ship that we saw last night is probably out of sight, astern. Wind E. & a good breeze; heads N.E. by E.; cloudy. A ship is ahead of us. Lat.  $31^{\circ}33'N$ .

P.M. A strong breeze, but some studdensails set. 4 o'clock; made a bark from the lee bow. 4 o'clock; the ship that we could but just see in the morning, ahead, is now nearly out of sight astern; & the one we made on the lee bow (bark) is now on our beam. We are going  $11\frac{1}{2}$  knots.

March 10th, Sunday. 132d day out. The vessels we saw last night are out of sight this morning. A fine breeze S.E. & Easterly; heads N.E. by E. A temperance meeting at 10 o'clock. Mo. Lat.  $33^{\circ}56'N$ .

P.M. Fine breeze & rather a clear day. A bright circle round the sun. We have seen more or less birds ever since we left N. though we have been more than a thousand miles from land.

March 11th, Monday. 133d day out. Starboard watch called at 4 o'clock. A few minutes after, carried away a fore studdensail boom. All heads



called to clear it away &c. 4 1/2 o'clock; a light squall struck us aback; got her off before the wind <sup>which</sup> hauled N W by W; heads N E by E. Wind blue fresh & the ship was put under short sail; cold & rainy & quite uncomfortable on deck.

P.M. Fresh breeze & rough sea.

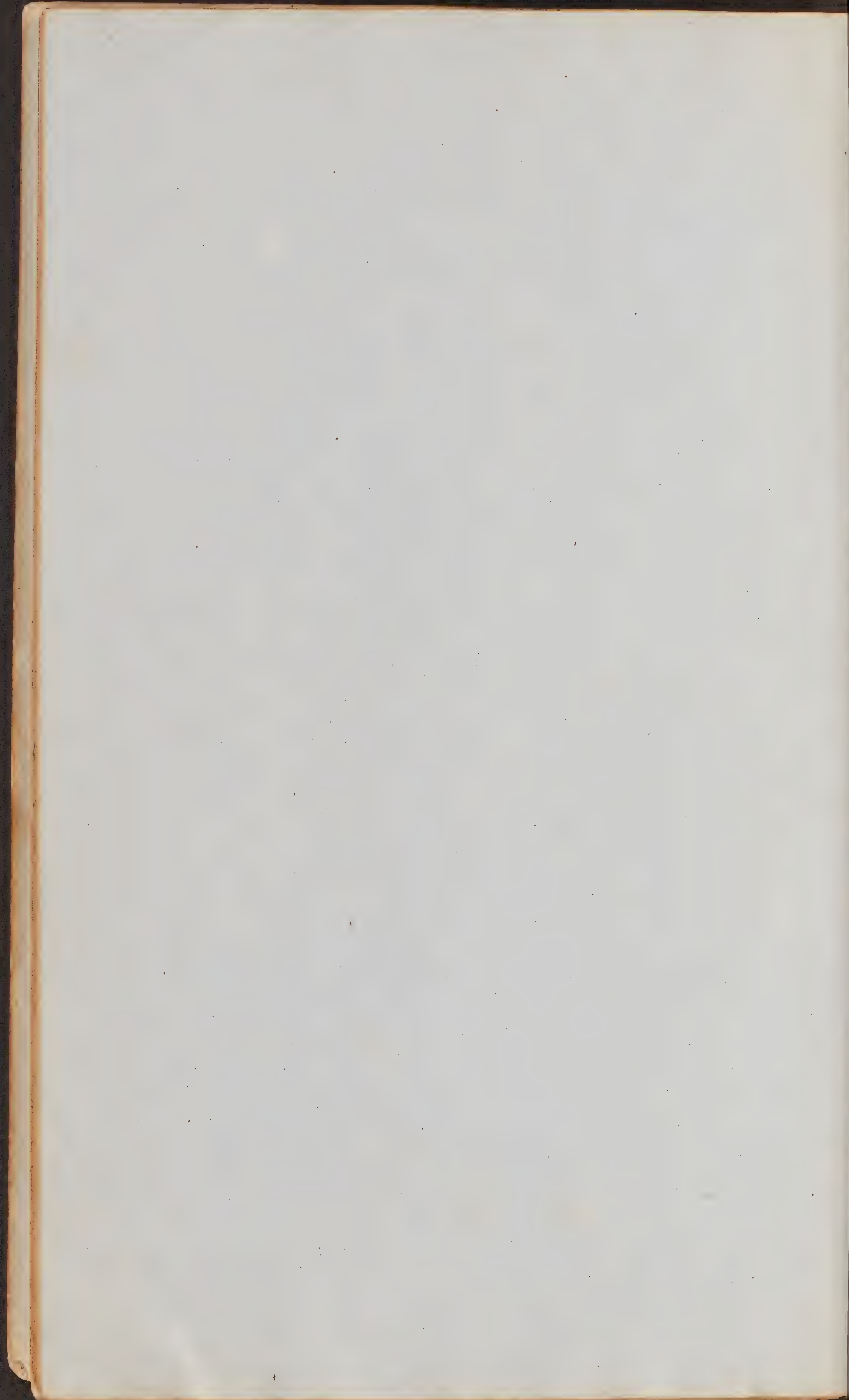
March 12th. Tuesday. 134th day out. Wind S W by S; heads N E by E. Cold, cloudy weather: much colder than I anticipated in this Lat. W. bent flying jib, sent down fore & main royal yards. ~~sent down~~

P.M. 1 o'clock; drizzly & wet. Not so much wind. Got out the chain cables, fixed the anchors &c. Passengers are busy in fixing up their things for the shore. 4 o'clock; shortened sail; at dark hoisted the main topsail aback; wet & cold.

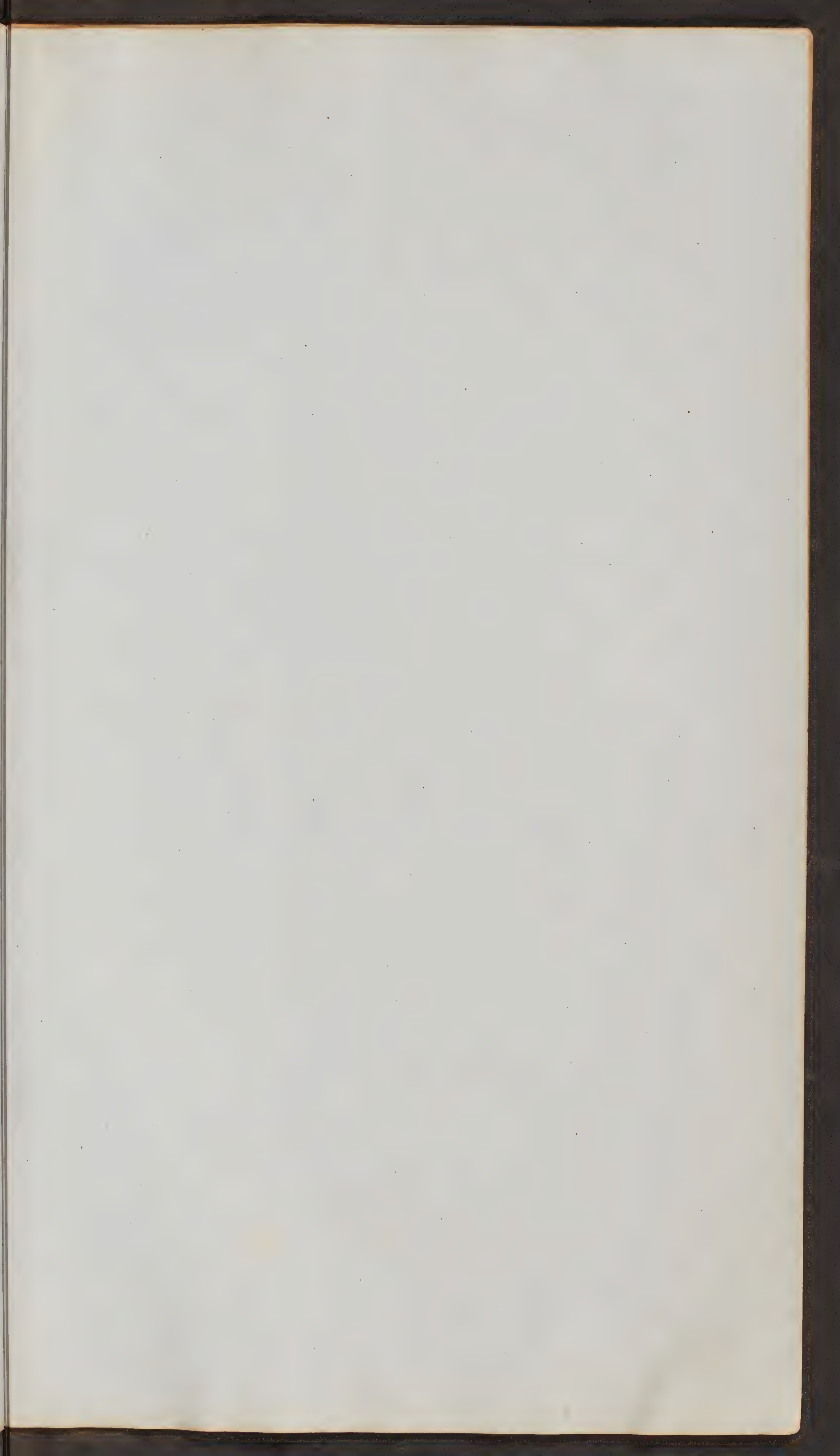
March 13th. Wednesday. 135th day out. At daylight made two ships - one on our lee bow & the other nearly astern; also made the land on the starboard bow; wind S W & a light breeze. At very cold morning & rather cloudy. 9 o'clock; not so cold; made the land south of the Bay & are running along by it. The land is rather high. 11 o'clock; entered the mouth of the Bay. Course S E. 11 1/2 o'clock; a pilot came along side & hailed us; did not take him aboard. At light rain squall. Saw plenty of birds off the coast & harbor.

P.M. 1 o'clock; anchored in the harbor of San Francisco & three cheers were given from the ship. weather clear

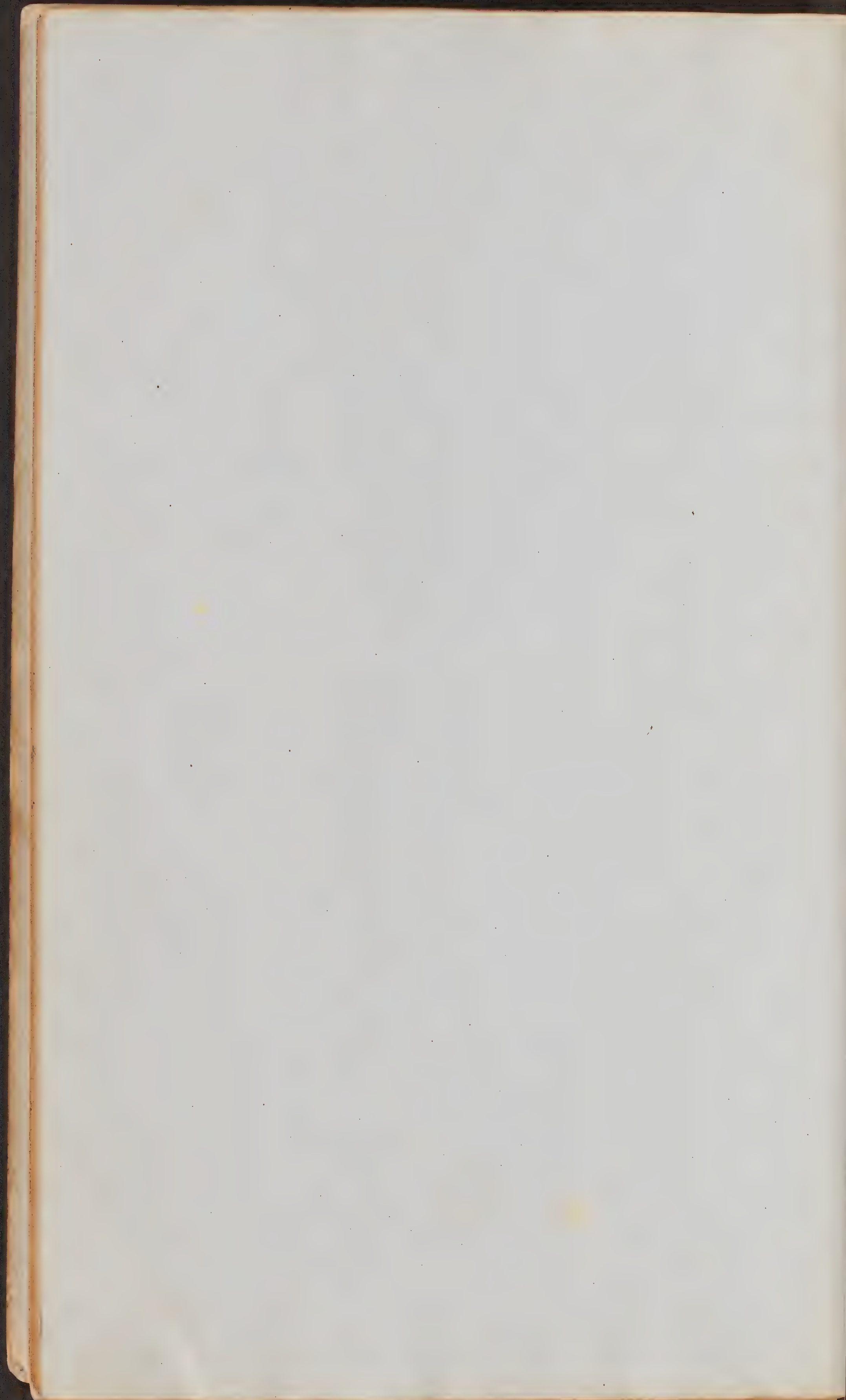




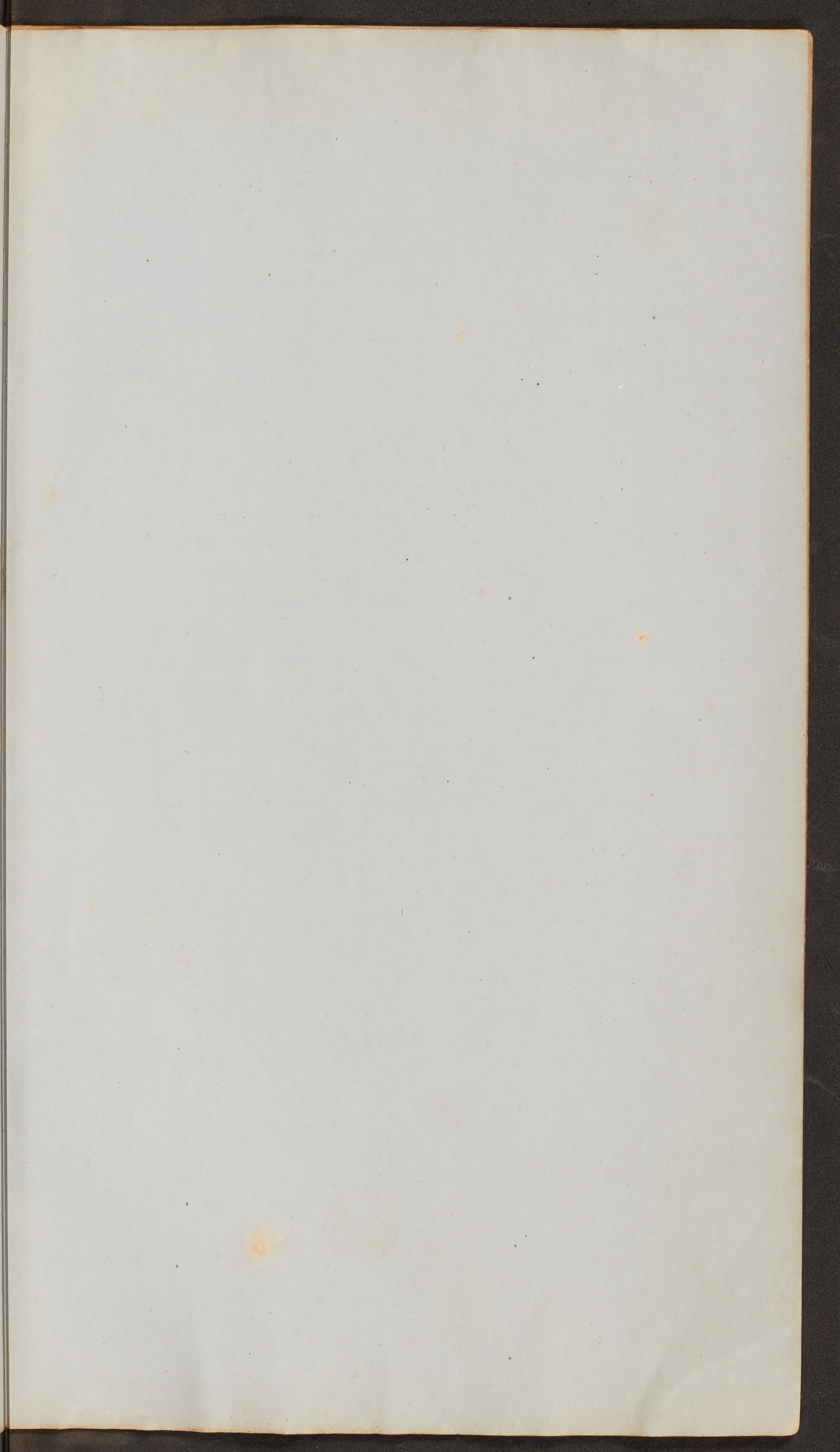




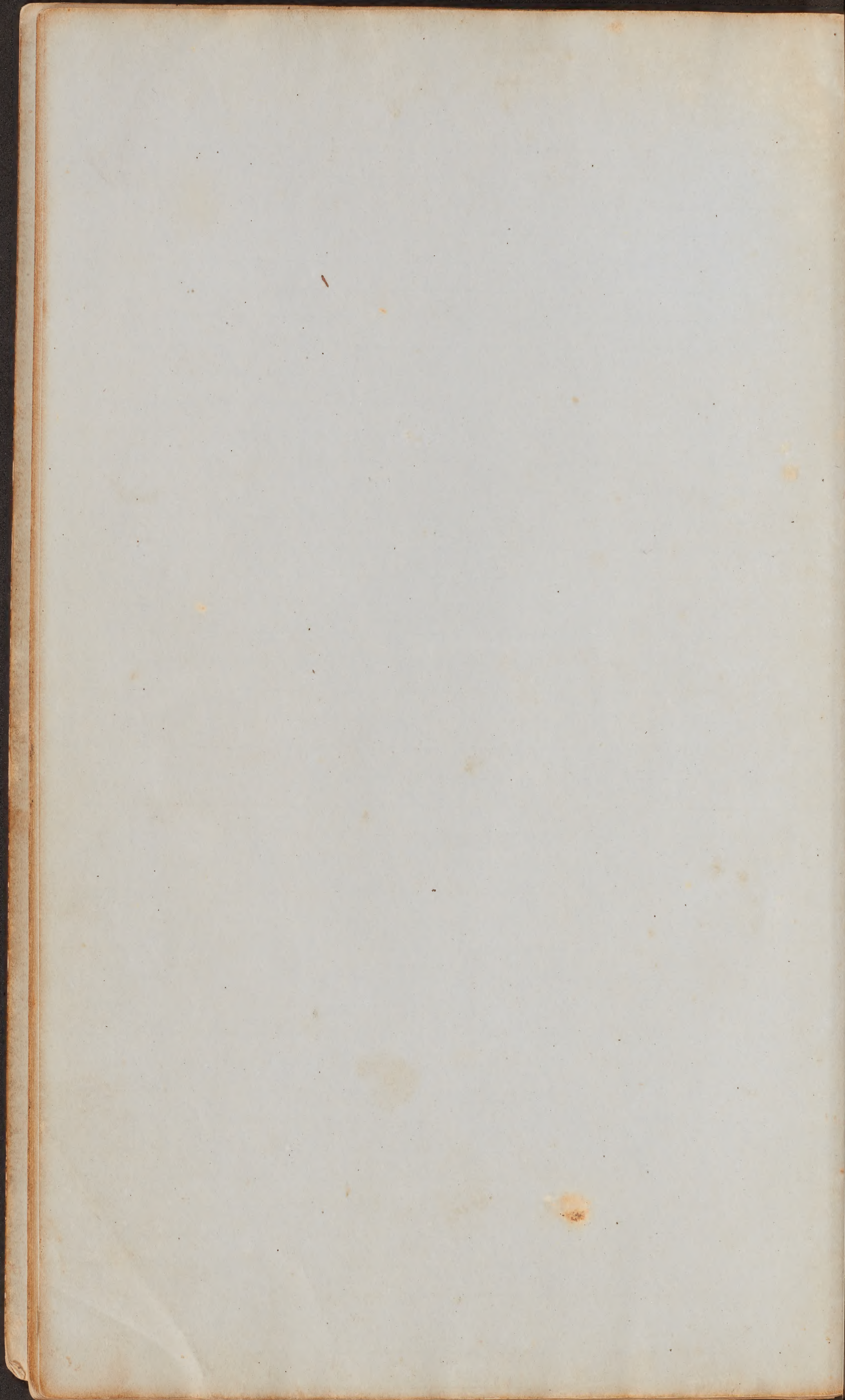














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